PACIFIC FISHERMAN

AUGUST 1951

A Miller Freeman Publication

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Willard QUALITY gives you 3 big econon extras

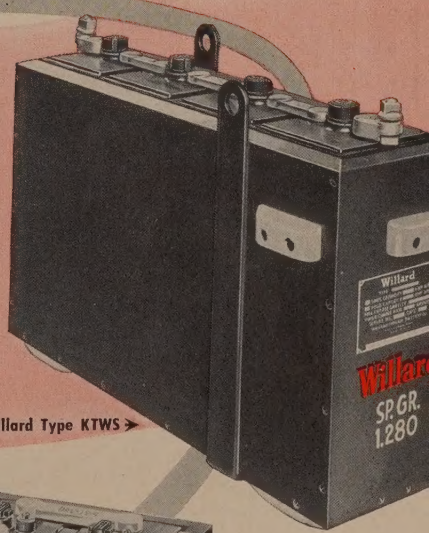
The value of Willard quality has been proved again and again during the past 47 years. It gives the Willard Battery you buy 3 big economy extras . . . *extra* dependability . . . *extra* performance . . . *extra* long life. For low cost on every battery job . . . buy a Willard. They're sold and serviced throughout the United States and Canada.

KTWS Types for Auxiliary Power and Lighting available in 4 or 8-volt units, capacities from 250 to 500 ampere hours.

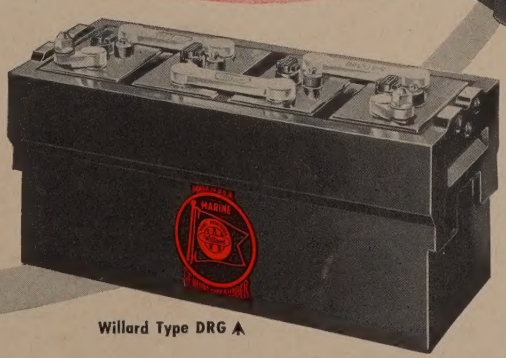
DRG Types for Auxiliary Power and Starting in 32-volt Diesel systems.

DSW Types Auxiliary Power and Starting in 30-volt Diesel systems.

There's a Willard for Every Battery Job.



Willard Type KTWS ➤

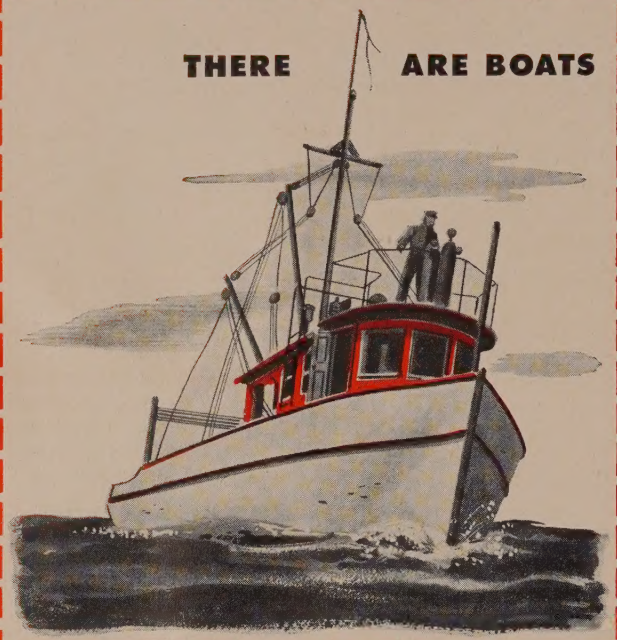


Willard Type DRG ▲

WILLARD STORAGE BATTERY COMPA

Cleveland • Los Angeles • Dallas

THERE ARE BOATS ...AND BOATS...



BUT THERE IS ONLY ONE

Gold Medal Netting

Experienced fishermen know that Gold Medal Netting is the finest quality netting—that it *holds* the fish it catches. And that's why successful fishermen have depended on Gold Medal for well over 100 years.

Ask your supplier—ask your friends—they'll all tell you there's no finer netting made than Gold Medal.

GOLD MEDAL
The greatest name in netting

GOLD MEDAL NETTING

means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

Gold Medal Netting

Makers of fine netting for 109 Years

THE LINEN THREAD CO., INC., 116 New Montgomery St., San Francisco 5, Calif.
(Successors to American Net and Twine Company)

Pacific Coast Distributors: **Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportada del Sur., S. A., Guaymas, Sonora, Mexico.**

Canadian Representative: **Western Leckie Limited, Vancouver, B. C.**

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: **AN & T Coy Linen Netting—Gold Medal Sea Island Cotton Gill Netting—Plymouth Rope —A complete Line of Netting Accessories.**

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AUGUST, 1951

TABLE OF CONTENTS

Red Salmon Scarcity Near All-time Low 13
Crusader—Tuna Clipper 16
Pacific Ocean Perch 19
Low-Temperature Fish Meal Drying 22
Challenger's Challenge 27
Smoking Oysters Is a "Craft" 33
Japan's Tuna Fisheries, by William C. Herrington 37
Million-Pound Halibut Day 41
Food Fish Marketing 43

President ..... **Miller Freeman**
Manager ..... **Lawrence K. Smith**
Editor ..... **DeWitt Gilbert**
Advertising Manager ..... **C. L. Hillyard**
Circulation Manager ..... **Miller Freeman, Jr.**

Publication Office
815 Witmer St. **Los Angeles 17** **DUnkirk 9-1112**

Editorial, Advertising and Executive Offices
71 Columbia St. **Seattle 4** **MAin 1626**

Branch Offices

LOS ANGELES 17
A. W. Ponsford, Associate Editor
815 Witmer St. DU. 9-1112

SAN FRANCISCO 5
Stuart F. Leete, Associate Editor
121 Second St. CA. 1-5887

VANCOUVER, B. C.
Charles L. Shaw, Associate Editor
Royal Bank Bldg. MA. 1520

PORTLAND 4
534 S. W. 3rd Ave. BE. 6348

WILMINGTON
315 N. Avalon Blvd. TE. 4-4538

NEW YORK CITY 17
370 Lexington Ave.

NEW ORLEANS 18
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Treaty Protection For Pacific Ocean Resources

The peace treaty with Japan, to be signed in San Francisco in September, is expected to contain a clause binding the Japanese to negotiate with the United States and Canada a treaty for the conservation of the oceanic fishery resources of the North Pacific.

This follows the line of thinking expressed in the Yoshida-Dulles letters of Feb. 7, 1951.

Provisional terms of the peace treaty do not go as far with respect to the fisheries problem as the Pacific Fisheries Conference, representative of all elements of the American industry on the West Coast, has sought and urged for five years. It was the thinking of the Conference, in which it was supported by Canadian opinion, that the peace treaty itself should contain guarantees that the fishermen of one country would not encroach upon the developed coastal fisheries of another.

Although it has not proved possible to have specific fishery conservation provisions written into the peace treaty itself, the Pacific Fisheries Conference continues to insist that adequate safeguards be provided in the supplementary fishery treaty.

The fishery treaty must be so written as effectively to:

1. Apply the principles of wise-use conservation and scientific study to the oceanic fishery resources of the Pacific;

2. Protect the developed coastal fisheries of one nation from encroachment by nationals of another.

—MILLER FREEMAN,
Chairman, Pacific Fisheries Conference.

Bristol Bay Pack Scant; Red Salmon Very Short

Presstime figures for Bristol Bay salmon canning showed no improvement over earlier data. The canned pack was down 47.8% from last year, which was one of the worst seasons on record. Ultimately, this percentage would be modified somewhat by canning of the fish now in freezerships, and estimated to be 13.5% of the catch. If the freezership potential was included, the 1951 pack at presstime was still 37% short of 1950 to even date.

Cook Inlet, which is being subjected to a terrific fishery, with three times the normal amount of mobile gear, at presstime had a pack of 18% above even date in 1950. This was achieved in spite of sharply curtailed open time by a thrice-normal amount of mobile gear.

Tuna Clippers Placed On Open-Price-Ticket Basis

Westgate-Sun Harbor Co. just before presstime announced that "unfavorable prevailing market conditions throughout the country for canned tuna" did not justify paying $310 per ton for Yellowfin and $290 for Skipjack.

The company will not guarantee present prices to vessels not in port July 14 and not sailing before Aug. 6.

Buy your outboard motor oil this more convenient way

SHELL
OUTBOARD MOTOR OIL IN THE *Visual Level Can*

CORRESPONDING HALF-PINT MEASURES MARKED ON INSIDE

Takes the guesswork out of measuring

Half-pint measures are marked inside with bold yellow lines that you can see through the wide-mouth top. Just pour to the mark.

Replaceable cap to keep unused oil clean

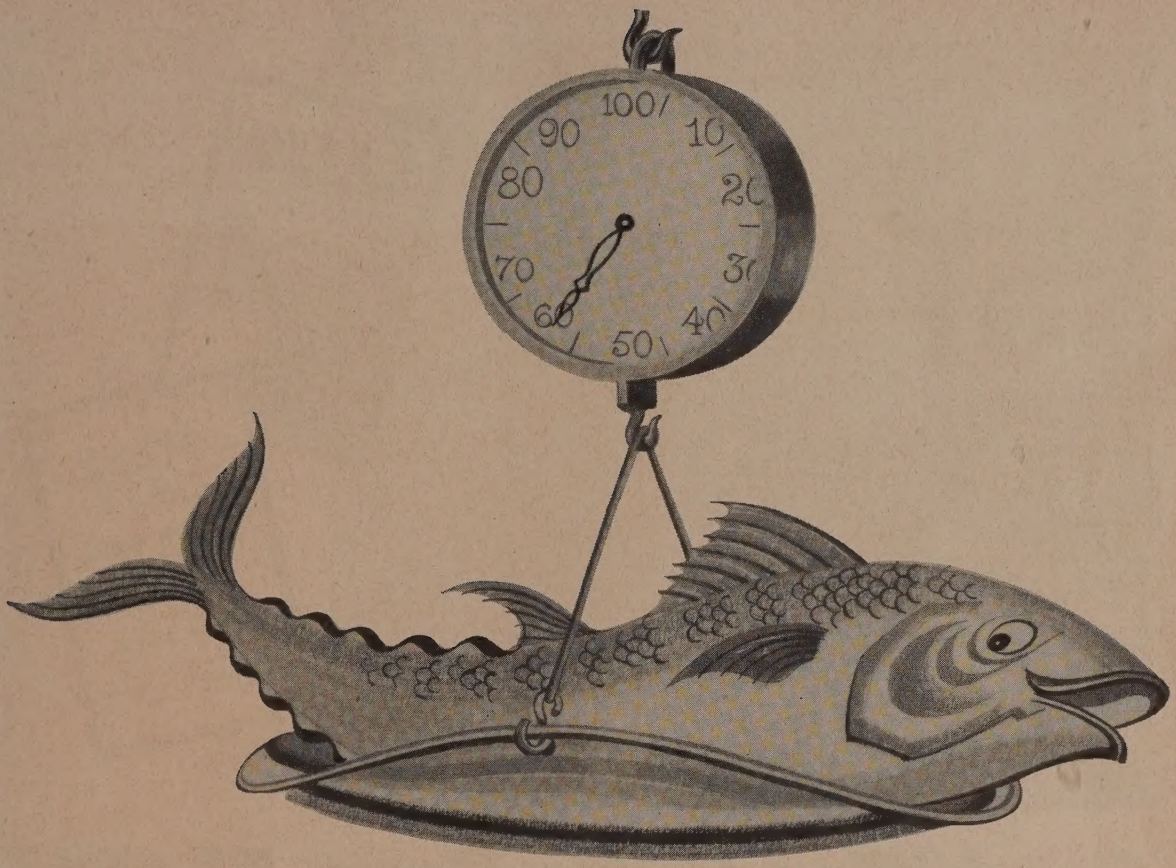
New screw-on cap seals out dirt . . . prevents loss from spilling.

–and you can't buy a better oil for your outboard

SHELL OUTBOARD MOTOR GEAR LUBRICANT
right for the job — and handy

- water resistant • contains an additive to guard against scuffing and wear on gears
- contains another additive to guard against rust
- comes in 8-ounce collapsible tube, with spout for ease in filling gear cases without leakage

SHELL

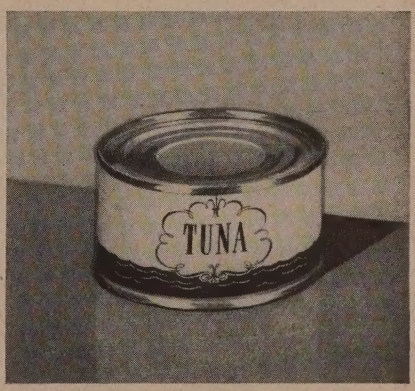


FOR SERVICE ON A BIG SCALE

✓ *Check with Continental*

Continental cans for tuna are made in the west. And they're made right—always clean, bright and tight. Whether you use semi-formed or ready-formed cans, you'll find our cans tops.

That goes for Continental service, too. Our experts know the tuna packer's problems from A to Z. This year they'll travel more than a million miles by train, plane and car to bring our customers the benefit of their experience.



You can't beat Continental as a dependable source of supply!

CONTINENTAL CAN COMPANY

1120 WILSHIRE BLVD.
LOS ANGELES 17, CALIF.

RUSS BUILDING
SAN FRANCISCO 4, CALIF.

653 SKINNER BUILDING
SEATTLE 1, WASH.

Good "Hands" To Have Aboard

SEA KING Cotton Seine and Gill Netting and GENUINE STEEL GREY Linen Gill Netting are old and trusted "hands" always on the job, ready and dependable when the going is heavy. Skippers who know netting rely on these old-timers each trip out. Real shipmates on any crew, they earn their way with good hauls, good service and good profit.

Your supplier knows, Ask him about . . .

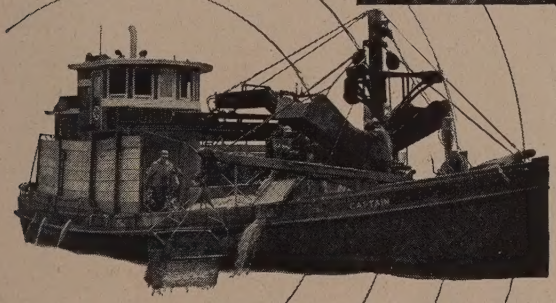
- **SEA KING Seine and Trawl Netting**
- **GENUINE STEEL GREY Linen Gill Netting**
- **SEA ISLAND Cotton Gill Netting**
- **NYLON GILL NETTING (Made of Nylock)**

The FISH NET & TWINE COMPANY

310-312 BERGEN AVENUE • JERSEY CITY 5, N. J.

Local dealers carry our products in Virginia, Florida, Wisconsin, several points on the Gulf of Mexico and the Pacific Coast. Write us for the address of our dealer nearest you or write us direct. Your local dealer will get credit for sales in his territory.

"Serving the Fishermen's Needs for Over 100 Years"



accurate circling for more oysters

► The big job for the skipper on an oyster dredge is to keep circling evenly over the beds without interrupting the continuous dredging operations. With the Sperry Magnetic Compass Pilot giving a "hand" at the helm, these operations become far less difficult.

► To give a specific instance . . . the Sperry Magnetic Compass Pilot saves time and work for Captain Al Reiter by keeping his dredge CAPTAIN over the beds until the last oyster is brought up to complete the deck load. He finds it quicker and easier to turn the Remote Controller knob than "to horse" the big steering wheel around.

► And more productive, too. The Magnetic Compass Pilot keeps the ship circling to cover the bed more evenly—holds rudder so bow can't swing around during dredging—leaves Captain Reiter free to operate the winches.

► On the CAPTAIN the Magnetic Compass Pilot is used continuously whenever the vessel clears port. Captain Reiter finds the instrument very useful in fog on a set course. If danger threatens, he can alter course instantly with a twist of the course change knob.

► For the skipper, the Sperry Magnetic Compass Pilot means mental and physical relief from the heavy wheel. For the owner, the J. and J. W. Elsworth Company of Greenport, Long Island, it means faster and more profitable trips from oyster bed to market.

SPERRY GYROSCOPE COMPANY
DIVISION OF THE SPERRY CORPORATION

GREAT NECK, NEW YORK · CLEVELAND · NEW ORLEANS · BROOKLYN · LOS ANGELES · SAN FRANCISCO · SEATTLE
IN CANADA—SPERRY GYROSCOPE COMPANY OF CANADA, LTD., INTERNATIONAL AVIATION BUILDING, MONTREAL

If you want more of the ½-billion-dollar fish market—

ASK YOURSELF THESE 5 QUESTIONS:

1. Is your plant laid out for maximum efficiency? Why not check your present set-up with Canco's equipment engineers. They may be able to offer you valuable suggestions.

2. Does your product have the necessary appeal? Canco Home Economists will be glad to study your product in their Test Kitchen—especially designed to find new ways to give your product added consumer acceptance.

3. Do you have any processing problems? Canco's Technical Experts can advise you on types of cans, linings, closures and any other technical problems you might have.

4. Does your container have lots of "Sales Appeal"? A light, strong, attractive Canco container means faster turnover. See our packaging experts for helpful advice.

5. Which can? Whatever your need, wherever your need, Canco has the *right* package.

AMERICAN CAN CO.

CANCO

NEW YORK
CHICAGO
SAN FRANCISCO
HAMILTON, CANADA

You've got a job to do!

Four and a half billion pounds of fish a year! That's what your job means to America in these days of emergency. The nation depends on you for a major part of its food supply. And you depend on your engine to get you out there and bring home the catch.

Olaf Westby, fishing out of Seattle in his 24-ton halibut boat *Princess*, is typical of the men who do this vital job. The *Princess*, 48′ x 14′ x 7′, gets plenty of speed and dependable power from her "Caterpillar" Diesel D318 Marine Engine.

Military needs and Defense Rated Orders are taking their share of "Caterpillar" Engine and parts production. A shortage of steel and other materials adds to the difficulty of supplying all civilian demands. This means just one thing—*present equipment must be kept in use.*

Proper operation and maintenance of your "Cat" Diesel are more important now than ever before. Anticipate your parts needs. Talk it over with your "Caterpillar" dealer—your working partner in this critical time. If a part is not readily available, he has the tools and knowledge to rebuild worn parts if necessary. He'll do everything in his power to keep your engine working and earning.

CATERPILLAR TRACTOR CO.
San Leandro, Calif.; Peoria, Ill.

You're the Doctor

Careful lubrication practices will add much to your satisfaction through equipment performance, economy and long life. Use *only* recommended lubricants, changing the lubricant at proper intervals—and use *only* "Caterpillar"-proved filter elements. Remove dirt from fittings and clean around the crankcase filler cap before adding oil. Consult your Lubrication Chart.

REREAD YOUR OPERATOR'S INSTRUCTION BOOK

Good care can add many extra hours of equipment life.

CATERPILLAR DIESEL
REG. U. S. PAT. OFF.

Marine Engines

the knot that's LOCKED!

every fish gilled stays gilled in PAULS LOCKNOT WEB.

Where methods of fishing demand the use of Linen Gill Netting with a knot that cannot be turned or slipped — PAULS LOCKNOT Gill Netting is recommended. . . . The protecting loop around each of the four strands which form the mesh knot eliminates sawing at the knot, and at the same time reduces breakage at this point.

PAULS FISH NET COMPANY
MAIN OFFICE: 357 W. OHIO ST., CHICAGO, ILL.

PACIFIC COAST DISTRIBUTORS

F. J. Cardinalli, Pittsburgh, Calif.

Joe Rappa, 44 Municipal Wharf, Monterey, Calif.

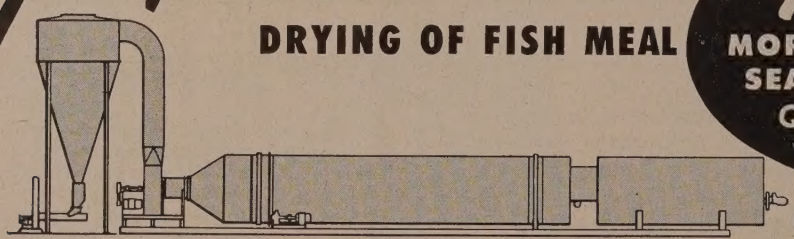
Alfred Puusti & Co., 212 Taylor Ave., Astoria, Oregon

Nordby Supply Co., 1300 Western Ave., Seattle, Washington

PAULS Netting

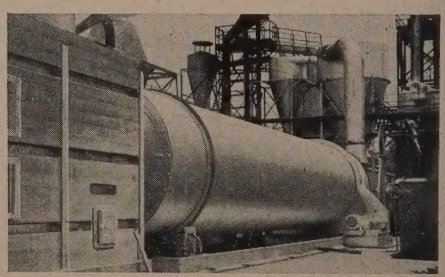
Profitable CONTINUOUS DRYING OF FISH MEAL

$42,000.00 MORE REVENUE PER SEASON From Same Quantity of Raw Material . . .



USING STANDARD-HERSEY LOW TEMPERATURE DRYER

Particle size never heated above 212° F. No scorching. No burnt odors.
Increases protein value 1¼ to 2 units per ton of meal.
Increases yield up to 10% with color equal to that from steam tube drying.
Saves fuel up to 10% (Special air cooled furnace).



COMPARISON WITH CONVENTIONAL HIGH TEMPERATURE DRYING
(From Geo. W. Gooch Laboratories Ltd. Report)

	Conventional High Temperature Dryer	Standard-Hersey Low Temperature Dryer
Meal produced per season from given quantity of raw material	3,050 tons	3,350 tons
Protein @ 60% @ $2.00 per unit	$116 per ton	$120 per ton
Gross revenue	$353,800.00	$395,900.00
Gain of 300 tons of meal	$36,000.00	
Gain of 2% in protein	6,100.00	
Grand total gain	$42,100.00	

Standard fish processing plants are making profits for their owners in all parts of the world. Fish meal and Oil Plants, Fish Canneries, Component Parts. Inquiries welcomed. *Write for Bulletin.*

STANDARD

STANDARD STEEL CORPORATION
5013 Boyle Avenue • Los Angeles 58, California
Eastern Address: 123-13 Newbury Street, Boston 16

"MAHOE MANA"

...means Fairbanks-Morse on the Pineapple Run

In Hawaiian waters, "Mahoe Mana" means twin power. On the Tug *Mahoe* it has special meaning since this Dowager Queen of the Pineapple Run was refitted with powerful twin Fairbanks-Morse Diesels and auxiliary equipment.

After a quarter century of continuous service, the original Model 35 Fairbanks-Morse Diesels have been replaced with two new 440 hp. Model 31-A's, giving the "Old Lady" greater speed and greater power for improved maneuverability in handling a heavy tow at eight knots. Important, too, are the economy, ease of maintenance at lower cost, and proved dependability that identify all Fairbanks-Morse Marine Diesels.

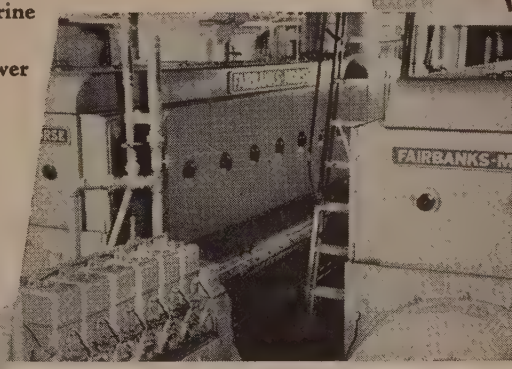
For all marine services, where economical, reliable power is important, the name is Fairbanks-Morse.

Fairbanks, Morse & Co., Chicago 5, Ill.

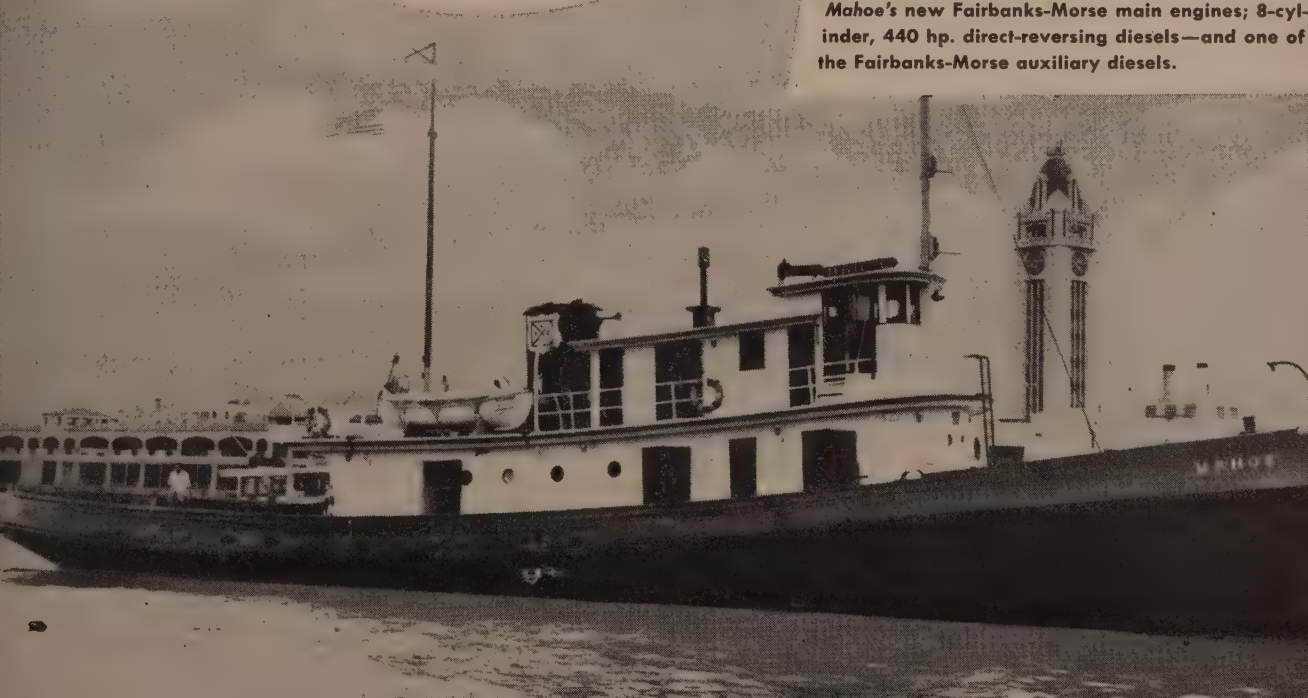
FAIRBANKS-MORSE,

a name worth remembering

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • ELECTRICAL MACHINERY • PUMPS • SCALES • RAIL CARS MAGNETOS • FARM MACHINERY



Mahoe's new Fairbanks-Morse main engines; 8-cylinder, 440 hp. direct-reversing diesels—and one of the Fairbanks-Morse auxiliary diesels.



WIRE ROPE

You'll get top dependability and save money with ROEBLING ropes

YOU'LL FIND IT PAYS to specify Roebling Wire Rope for standing rigging, trawler lines and every other marine requirement. Roebling has always been the best-known maker of wire rope for the fishing fleets. Every step in making the steel and in drawing and stranding the wire is precision-controlled to assure you rope that lasts longer and costs less in service.

There's a complete line of Roebling Wire Rope. Have your Roebling Field Man recommend the *right* ropes for top efficiency and economy. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company -San Francisco-Los Angeles-Seattle.

ROEBLING

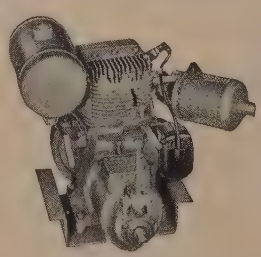
This is What They Say...

"TROLLING at 2 KNOTS ALL DAY LONG *Doesn't Heat Up My* WISCONSIN *Air-Cooled* INBOARD!"

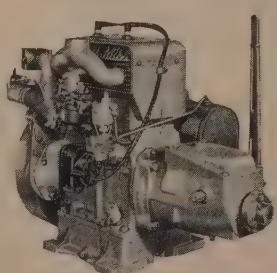
The 7½ hp. single-cylinder model, with electric starting, powers Col. E. M. Dixon's 16½ foot skiff.

Another user sold on Wisconsin Heavy-Duty Air-Cooled Inboards . . . Col. E. M. Dixon, Jensen Beach, Florida. He says:

"My Wisconsin at 2000 rpm drives this boat at 9 knots. At fishing grounds I troll all day at 2 or 2½ knots with no worries about excess heating or vibration. And this engine has been in almost daily use for over a year. No other engine in this horsepower range equals its dependability and economy of operation."



4 to 5.8 hp. single-cylinder types.



13 hp. 2-cylinder model.

You'll prove that all these features and *more* are yours on your first jaunt! Your Wisconsin starts *fast*, then swiftly leaves traffic and docks far behind because of eager, jackrabbit power. Spot sunken logs or hazards dead ahead, and you slow down, stop or reverse *fast*, too, through "auto-type" shifting that shifts you out of trouble. Cooling also is a "breeze" when your inboard cools by air alone and there's no messy, expensive mixing of oil and fuel. All Wisconsins are economy-wise 4-cycle types.

Four models . . . 4-cycle 4, 5.8 & 7½ hp. single-cylinder & 13 hp. 2-cylinder types. Write for bulletin S-116 and name of nearest dealer.

WISCONSIN MOTOR CORPORATION
World's Largest Builders of Heavy-Duty Air-Cooled Engines
MILWAUKEE 46, WISCONSIN

Worth looking into!

...says Archie the chef

THERE'S really only one way to discover the many advantages you gain when you use Archer Soybean Salad and Cooking oils. Make the famous *"triple test"* that has convinced so many users!

FIRST OF ALL—*smell the difference* . . . notice the lack of odor . . . the freshness.

SECOND—*taste the difference* . . . enjoy the unusual blandness . . . the uniformity . . . the extra delicacy of flavor.

THIRD—*try* ARCHER "S" and ARCHER "C" in your products . . . see how they bring out that extra goodness that brings your customers back for more. For clarity of color, blandness, purity and uniformity, they're unsurpassed.

You'll want to know more about ARCHER "S" and ARCHER "C". And the easiest way to find out is to mail the coupon for samples. *Be sure to mail it today.*

Archer

SOYBEAN SALAD *and* COOKING OILS

Taste THEM
Smell THEM
Try THEM...

Want to see for yourself? Just mail the coupon today.

ARCHER-DANIELS-MIDLAND CO.
600 Roanoke Building, Minneapolis 2, Minnesota

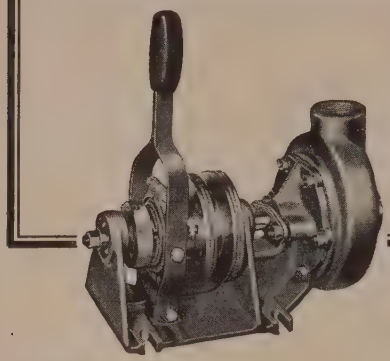
Please send sample of ☐ Archer "S" Soybean Salad Oil. ☐ Archer "C" Soybean Cooking Oil.

Name _____

Company _____

Address _____

City _____ *Zone* ____ *State* _____

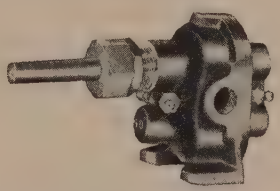


MARINE PUMPS
designed to do your job!

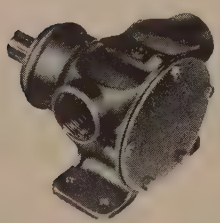
CENTRIFUGAL TYPE PUMPS

Marine Products Co., pumps are well known to boat owners and cannery operators for their versatility, dependability and long life. Popular new "Flomax-3," 1 ½ inch intake and discharge, is self-priming, with air-cooled single cylinder gasoline motor, direct connected to pump impeller. Hand clutch model (illus. above), handles a large volume under low pressure where self-priming is not required. Over 50 models—illustrated literature upon request.

BRONZE GEAR PUMPS



Oberdorfer's bronze gear pumps are standard for most marine purposes for which a self-priming pump is required. This is ideal equipment in "forced feed" lubrication, as well as other applications where high pressures are desired. Spur and herringbone gear types are available in upper and lower shaft models. (Spur gear type illustrated at right.)



RUBBER IMPELLER TYPE PUMPS

Jabsco's rubber impeller type pumps are specially designed for pumping semi-solids and abrasive materials without harm to the equipment. This type of self-priming pump is excellent for use with heat exchangers and engine cooling systems. (Illustrated at left is a Jabsco rubber impeller type 1" pump.)

Over 20,000 quality marine items distributed by the seven affiliated stores include these famous brands:

PLYMOUTH Ship Brand rope and twine
BARBOUR'S linen and **GOLD MEDAL** cotton netting
LUBRIPLATE marine lubricants
GOODRICH *Cutless* rubber bearings
FEDERAL propellers
JOE'S & S-N marine reverse and reduction gears
UNIVERSAL motors & water-cooled light plants
JOHNSON outboard motors
WILCOX-CRITTENDEN hardware
CHAMPION spark plugs
GALLEY GAL and **SKIPPY** stoves
HALF-MILE and **MILE-RAY** searchlights
WILFRID O. WHITE and **DIRIGO** compasses
TAYLOR and **AIRGUIDE** barometers
BENDIX Depth Recorders
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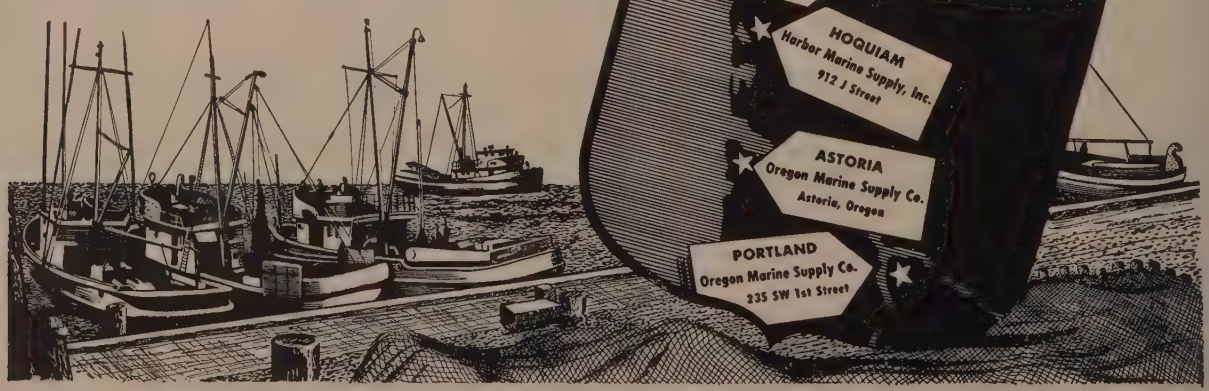


PACIFIC FISHERMAN August 1951

RED SALMON SCARCITY MAY TOUCH ALL-TIME LOW

With the freeze of the floaters still an unknown factor, and still to be canned the Bristol Bay salmon season came to a dismal close late in July with the industry actually not knowing what the pack would total.

There were close students of salmon statistics past and present who believed Alaska's red salmon pack for 1951 might be the poorest for all-time.

That would require a pack of less than 688,000 cases which was the figure for 1897.

However, at presstime the prognosticators lacked a lot of data—and among it was the quantity of canned salmon which would be packed from the freezerships' cargoes.

The freezers frankly weren't putting out their figures, but *some* data was available. *On the basis of what most of the freezers are believed to have taken to the middle of the season, it appeared that they were getting about 13.3% of the total catch, including both Reds and Kings.*

This was little enough. All the early part of the season came one report after another of poor fishing. There were a couple of good days, but no heavy ones.

At the time when the run normally should have been at its peak cannery after cannery reported day's runs which were not above 10% of capacity—and some of these reports represented operations in which the fish from as many as four distinct concerns were concentrated in a single plant.

In the midst of these reports of disaster, the United Press from Anchorage quoted Howard Baltz, Fish and Wildlife Service assistant regional director, as saying that "Bristol Bay is reported to have developed a very good run in the past week"; and ascribed to him a statement that additional hours of fishing by relaxing the mid-week closure might be justified.

Other Red Areas Weak

Other Red salmon producing districts were as bad as The Bay, save for Cook Inlet.

The peninsula was far, far behind 1950 at a time when the Red run evidently was over. Chignik was a flop; the Kodiak Red streams were closed; Copper River—a minor factor, of course—had less than half the 1950 pack.

It is, of course, true that the south Peninsula and Kodiak could get-up fair Pink packs, but this was far from certain. To late July Prince William Sound fishing had flopped.

Pinks Showing Early

In the northern district of Southeast Alaska observers at presstime were reporting showings of Pinks in substantial quantities—and some were beginning to seek an early opening.

In Chatham Strait early July showed enormous numbers of Pink salmon fry beginning the saltwater phase of their existence—their numbers seeming out of all possible relationship to the scant Pink run of 1950 whose brood they are.

This hardly seems reasonable—but such vagaries are the way of the Pink.

Bristol Bay operating problems resulting from inter-union jurisdictional conflict and the failure of the National Labor Relations Board to take any effective action whatsoever were finally ironed-out July 4 in a broad compromise designed to save what was left of the season.

Settlement was on this basis:

Bering Sea Fishermen's Union accepted 40¢ per fish for Reds. It had been asking 60¢.

Resident Cannery Workers Union accepted a 15% wage increase.

Cannery operators agreed to establish a one-year-only "welfare fund" of 20¢ per case of salmon packed, the fund to be used for the benefit of Alaska residents who may be distressed during the winter as result of employment lost as result of the strike.

Economic Loss Heavy and Nothing Settled

Settlement was reached after the first 10 days of the season had been lost to several canneries in the Nushagak district where operations had been effectively blocked by the Bering Sea union's refusal to work.

Economic loss otherwise, in the form of excessive costs of transporting men and supplies, had been heavy on all elements of the industry with the exception of the freezerships, which brought their own people, food and equipment.

The stop-loss settlement did nothing to adjust the fundamental conflict which brought all the trouble —the question of union dominance in the Bristol Bay fishery.

Background for Turmoil

The Alaska Fishermen's Union formerly controlled fishing operations on Bristol Bay. Then when it was absorbed as a unit of the I.L.W.U., and that Longshoremen's union was ejected from the C.I.O on Communist leadership grounds, a resident element broke away from the union and formed the Bering Sea Fishermen's Union (Independent).

Sympathetic with this Bering Sea union was the Resident Cannery Workers Union, which similarly parted from the Longshoremen and originally had C.I.O. connections.

Alaska Salmon Industry, Inc., renewed its contract with the Alaska Fishermen's Union and the Bering Sea Fishermen's Union claimed jurisdiction. Unfair-labor-practice charges were slapped back and forth.

Eventually, in mid-strike, the Bering Sea Fishermen's Union and the Resident Cannery Workers Union both accepted American Federation of Labor affiliation through the Seafarers' International Union.

Blame Placed Squarely On N.L.R.B. Tactics

For more than six months, while all the bitterness was building-up, the National Labor Relations Board in whose hands the problem had been placed did absolutely nothing to solve it. Retreating into its thickets of red tape, that agency sought vainly for a politically-popular course which did not exist.

Its temporizing tactics were plainly to blame for the loss of millions. If there are hungry Eskimos in Unalakeet next winter the responsibility will lie on the N.L.R.B.'s marble doorstep in Washington.

Residents' Best Friends Suffer the Most

Another sorry spectacle resulting from the strike was the fact that the resident Native workers' best friends were those who suffered most.

Over the years some of the canning companies have followed the policy of staffing certain canneries exclusively with Alaska residents. This has been done out of a feeling of responsibility for the welfare of the resident Alaskans. Every year airplanes would visit the Eskimo villages and fly workers to the canneries for the season, returning them later to their homes with nice "stakes" for the winter.

The canneries which followed this policy of serving the Alaska residents were those which could not be operated during the strike — those which had to bear the brunt of the strike action taken by the beneficiaries of their liberal policy toward Alaska labor.

Early B.C. Salmon Production Runs Strong

Although early-season figures can be quickly upset by peaking runs, or flopping failures, the first fortnight of the British Columbia salmon season looked mighty good.

The aggregate was substantially greater than in any of the five years previous, and this was particularly true of Sockeyes, which at that time made up 85% of the total pack.

The sockeye catch at last report was about 30% above 1950 to even date, and much more than that above any other year of the five preceding.

B. C. Fishermen Spend 3 Million For 236 New Boats this Season

It looks like a big year for British Columbia's fisheries, with more and improved vessels in operation, better packing and handling facilities and prices still averaging high.

Operators and fisherman have shown their faith in the industry by building a total of 236 fishing vessels at a total cost of nearly $3,000,000, according to the estimate of the Canadian fisheries department, during the nine-month period ending June 30. Of these about 187 are of the gillnet type, representing an investment of an estimated $1,145,000. In addition, 30 trollers were built at a cost of $322,000, and 13 seiner-packers valued at $600,000, most of these being built to order of the various packing companies.

Of plant extensions, improvements and new construction the most import is probably Canadian Fishing Co.'s greatly enlarged setup at Prince Rupert and B. C. Packers' herring reduction plant at the same port which will handle at least 20 tons of raw herring per hour. Nelson Bros. at Port Edward recently completed a unit to produce fillets which are wrapped in one-pound packages and sent to Canadian Fish & Cold Storage Co. (B.C. Packers) plant at Prince Rupert for freezing. In addition, improvements have been made at nearly all the larger canneries in anticipation of a busy season.

In dollar value, British Columbia's fish pack is expected to top all previous records. Last year the marketed value of fishery production in the west coast province was $48,700,000, which was $12,000,000 in excess of the previous year's total notwithstanding the failure of the Adams River Sockeye run for which extensive plans were made.

This year the chances are that the Sockeye catch may be lighter, but it should be a good season for Pinks, and the unofficial estimate is for a salmon production worth considerably more than 1950's $24,500,000. Trade circles predict that the $33 a case ceiling for first grade salmon which has held for the past two years will go higher. It wouldn't surprise anyone if the total value of fish marketed this year will reach at least $50,000,000.

There are about 6000 gillnetters in the B.C. fleet this year, and several hundred vessels of other descriptions ranging to the 8-foot seiner packers, nearly all of them operating in salmon during the summer months.

Tuna Packing to Mid-Summer Falls Behind 1950's Record

Heaviest tuna deliveries of the year were building up in Southern California in July. However, the industry was expected to fall behind 1950 production again in July as it did in June. For June the combined deliveries were 22,138 tons, with 925,045 cases produced. This put the industry about 125,000 cases behind 1950 for the first six months.

The July estimate was based on receipt of 25,000 tons which would produce 1,000,000 cases. The potential breakdown was: tuna clippers, 10,000 tons; purse seiners, 2,000 tons; Albacore, 11,000 tons; raw imports, 2,000 tons. Last year, in July, enough tuna was delivered to pack 1,179,946 cases. If carried out, the industry would be around 300,000 cases short of the same period by August 1.

Breaking down the potential, tuna clipper deliveries could be in excess of 10,000 tons; purse seiners would probably be short of 2,000 tons (based on a declining season and June's 2500 tons). Albacore produced 10,000 tons in July, 1950, but by July 10 this year the total catch was not much beyond 100 tons, in spite of the fact that an unprecedented 3800 boats were engaged. Foreign imports of raw fish were only 397 tons in June, all from Japan: 297 tons, Albacore; 102 tons, Skipjack. The estimated 2000 tons of raw frozen imports for July could therefore be high. Peru sent no frozen tuna in June.

For the first six months of 1951, domestic deliveries totaled 79,574 tons; for the comparable period in 1950, 80,054 tons. June saw 11,454 tons delivered at San Diego; 445,556 cases packed; Los Angeles - Long Beach, 10,684 tons; 479,489 cases. Total: 925,045 cases. Northern California had little or no production.

Distribution difficulties, causing disastrous price-cutting in wholesale quotations, caused much concern in the Southern California fleets in July. One canner, at least notified his fleet of staggered "rest periods" in port.

The Albacore season opened June 19, when a small batch of Longfins came in. A history-making fleet, estimated at 3800 boats had gathered in San Diego harbor, drawn from every port along the Pacific to Sitka, Alaska.

Malcolm Goldie, head of the Special Products division of the Van Camp Sea Food Co., Terminal Island, chats with G. H. Clark, vice president of the Terminal Island Sea Foods, Ltd., at the formal opening of the new Continental Can Co. plant at Terminal Island.

With at least 2500 of these searching the great triangle of usual operations from Guadalupe to San Martin to almost the international border, few fish were caught. Weather was extremely rough. However, from all sources came reports of heavy schools encountered, but which would not bite. By July 1, San Diego had received less than 75 tons. Round price was steady at $350.

Purse seiners delivered only 2,514 tons in June and the netting season was closing for the Mexican banks.

Good Bonneville Escapement Blockaded at McNary Dam

Salmon migration over Bonneville Dam during the month of June was extraordinarily good, the escapement of both Chinook and Blueback salmon being the largest recorded for those species in any June since the daily salmon count at the dam was initiated in 1938.

It should be noted that these records are for June only. Larger counts of Bluebacks have been noted in three Julys. However, the 81,069 Bluebacks counted in June was the fourth largest count ever made, and exceeded the entire escapement of this species in some years.

The June Chinook escapement was 62,864 fish, which exceeded the count of this species in any month prior to August, with a single exception.

The good news of fine escapement at Bonneville was heavily clouded by reports of a serious blockade of the salmon at the McNary Dam, further upstream.

Two of the three temporary ladders at the McNary Dam broke down this spring and early in July competent observers said the fish which has passed Bonneville were milling about below the McNary Dam and evidently unable to pass up the single temporary ladder still in service.

This condition is considered particularly dangerous for the Bluebacks, as experience on the Fraser River has shown that the spawning potentiality of this species is seriously impaired by any delay in their spawning migration.

CRUSADER

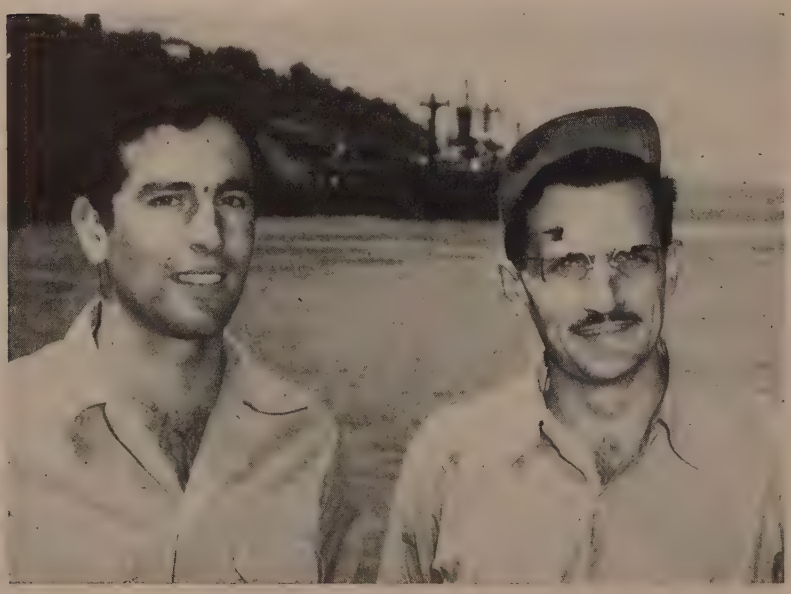
A Clipper Produced by Experience

Crusader is a clipper planned and built and equipped to meet the requirements outlined by long and successful years of tuna fishing, years spent at sea and on the racks by two Capt. John Cardosas—Capt. John W., master of *Crusader*, and Capt. John G., his father, the clipper's managing owner.

They are both experienced tunamen, but Capt. John G., figures his active fishing days are done—save perhaps for spelling Capt. John W. now and then. For the most part, the elder Capt. John will manage the clipper's affairs at home, while his son will command her at sea.

The Cardosas wanted a working fisherman in their new vessel—and they believe they have one. As *Crusader* came from the Puget Sound Boatbuilding Co. yard in Tacoma, she was all that a 105′ clipper *needs* to be, but was without froth or frills.

Plainly, she was designed and built, planned and equipped, to catch a fare and bring it home, safely, effectively, without extravagance and without waste. The vessel was designed by James J. Petrich, naval architect for the Puget Sound Boatbuilding Co. yard, owned by John J. Petrich and John Breskovich. With her length of 105′ she has 25½′ beam and 15′ depth, with frozen cargo capacity figured at 205 tons.



Master and Chief—Capt. John W. Cardosa, master of *Crusader*, left, with Hugh Maxwell, chief engineer. They are proud of a craft which they count the equal of any in the fleet when it comes to a fare-making fisherman.

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All Power in Engine Room

Crusader is powered with a 600-hp. supercharged Enterprise diesel engine, and has three General Motors diesel auxiliaries, twin 165-hp. diesels driving 65 kw. Fairbanks-Morse generators and one 60-hp. unit turning a 30-kw. dynamo. These auxiliaries are all located in the compact engineroom, a feature which is particularly pleasing to Hugh Maxwell, the vessel's chief engineer, who believes in having all his diesels close at hand.

Refrigeration for *Crusader's* cargo is provided by a system manufactured by Baker Refrigeration Corporation and installed by Northwest Baker Ice Machine Co. It consists of four Baker "quad" 3½ by 3½ compressors, each driven by a 15-hp. motor through Dodge V-belts.

All pumps throughout the vessel are of Fairbanks-Morse manufacture, starting with the two 10″ vertical bait pumps and running through the long list of brine-handling and service pumps.

In common with virtually all tuna clippers, the *Crusader's* 5″ steel tailshaft turns in a Goodrich rubber bearing, swinging a 66 by 43″ Olympic propeller. Before leaving Tacoma for the tuna seas she bunkered with Shell diesel fuel and lubricants.

Navigation equipment centering in the pilothouse includes a Photo-Electric Pilot with remote controller; a Fathometer with 1,000-fathom range; Intervox radio direction finder. In the radio shack is an intervox "350" radiophone with a National receiver. The key operating position in the vessel are connected by a Flexifone inter-com system. The helmsman reads his engine speed on the vessel's "dashboard" from a Weston tachometer.

Fishing Features Result From Long Experience

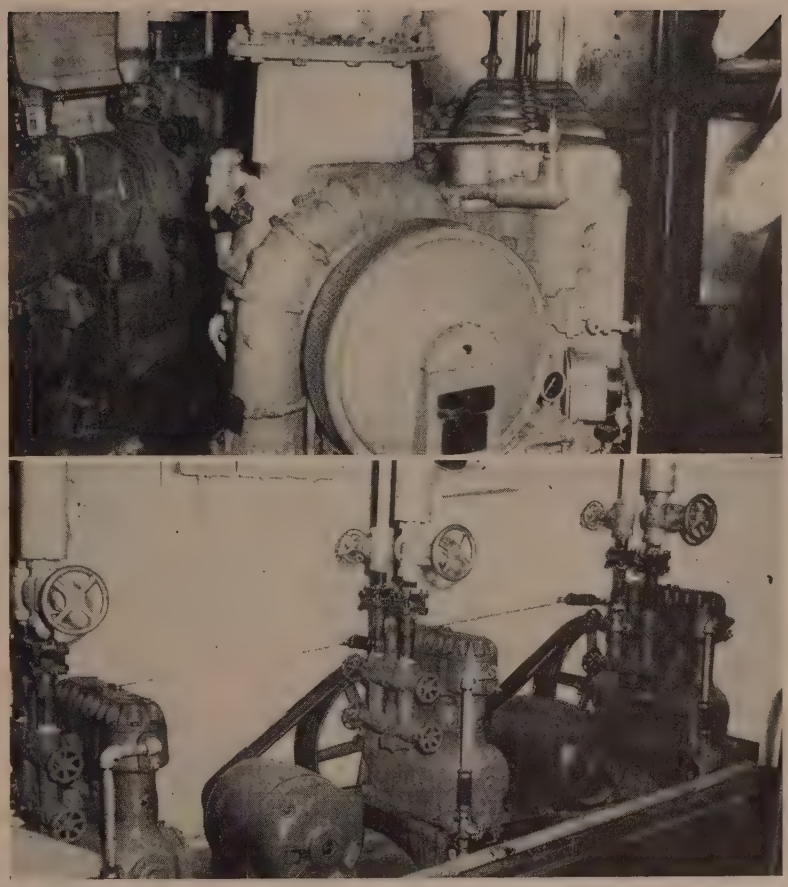
Several of the fishing features of *Crusader*—features dictated by long experience on the banks—are found on the shelter deck. For example, there are false coamings, composed of waterproof plywood, closely slotted, which fit over the deck openings of the cargo wells which are fitted for use as bait tanks on the outward voyage.

These false coamings, rising to a height of about two feet above the wells' manhole covers in the deck, prevent loss of bait fish on deck from slopping of the wells and the vessel rolls to the sea. Carrying bait in her wells, the clipper tends to lose bait on deck during the early voyage and until the bait in the wells can be transferred to the deck tanks—unless equipped with some device such as these false coamings, which allow the slopping water to run out on deck, while keeping the bait in the tank, where it belongs.

Another little wrinkle, designed to keep knots off tunamen's heads, is the folding storm-door design. These doors are hinged so they fold horizontally, and thus when raised fold up right beneath the shelf, instead of swinging inboard to their full depth, impairing the clearance over the working deck and passageway along the rail.

This arrangement is particularly convenient when bait is being passed from the bunt of the bait net along side to the deck for placing in the bait wells.

H. A. Irving, H. A. Irving Co., San Francisco sea food factors, and Mrs. Irving, are back after a three months' trip that took them to England, France, Switzerland, Italy, and Spain.



The super-charged Enterprise diesel which drives *Crusader* on the tuna seas is shown in the upper picture, where the vessel's three auxiliaries are also installed to keep her entire power plant close to the engineer's constant attention.

Baker 4-cylinder ice machines refrigerate *Crusader's* tuna cargo, with capacity rated well above 200 tons of frozen fish.

Many Alaska Trollers Install Echo Sounders

Depth-sounding equipment has so fully demonstrated its value for use on salmon trollers, particularly in Alaska, that a substantial number of boats in the trolling fleet are now being equipped with sounders.

For example, a single recent report from our Sitka correspondent told of seven installations on trollers at that port alone.

Alaska trollers are particularly interested in sounders because they fish a rocky region, and often work right along the cliffs in the protected waters. Echo sounders are of the utmost advantage to them in that they tell the troller the depths of water in which his gear will be running before the cannonballs actually get there. This saves a lot of gear, and also permits the trollers to run their lures into the holes and along the rocks and reefs where experience has shown the salmon feed.

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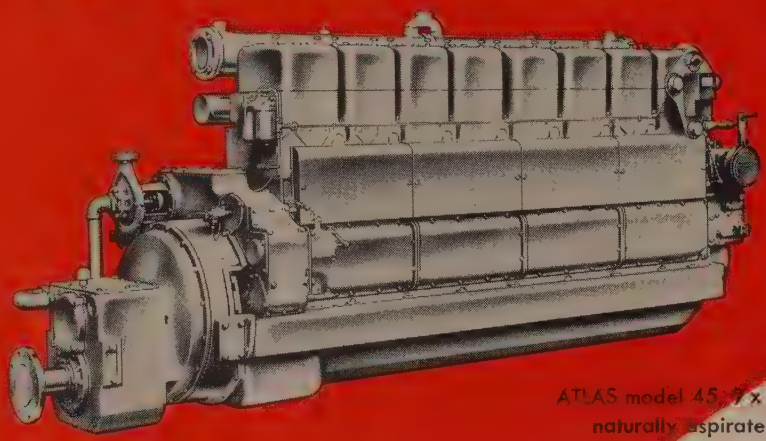
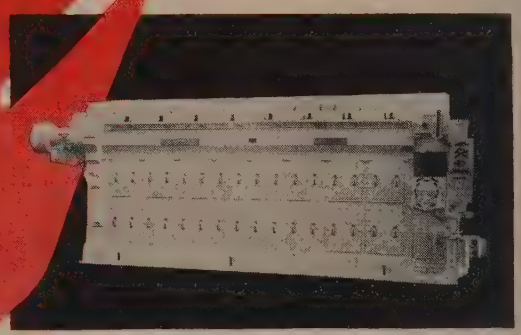


ATLAS model 45, 7 x 10½, naturally aspirated.

Fishing Craft owners use ATLAS and SUPERIOR 4-CYCLE DIESEL ENGINES



SUPERIOR model 80-MX-8, control side.

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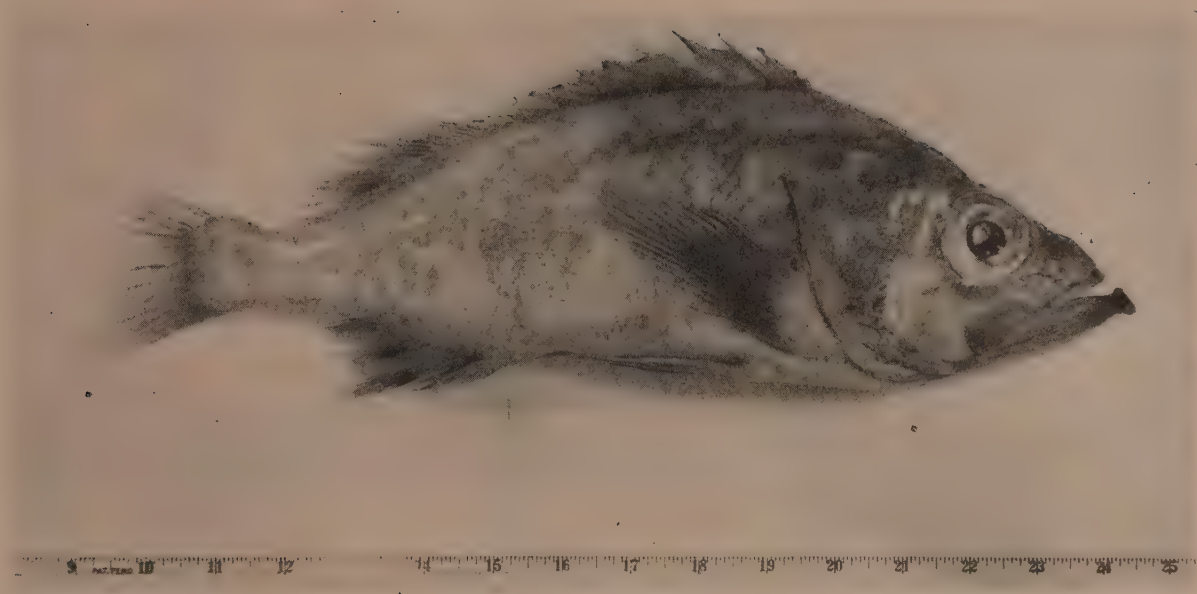

Sebastodes alutus*, newly accepted by the Food and Drug Administration as "Pacific Ocean Perch" is no beauty, no matter how important he may become in the economy of the Pacific Coast. The length of 13" in this specimen photographed by J. Van Hyning of the Oregon Fish Commission staff, shows it to be substantially larger than the Atlantic variety, *Sebastes marinus

PACIFIC OCEAN PERCH—

Opportunity to Compete, But No Golden Bonanza

"Pacific Ocean Perch" shot into prominence in the Pacific fishing picture this summer when the United States Food and Drug Administration sanctioned use of that market term for a Pacific ocean delicacy known to be available in large quantity.

The prospect is *good,* and the action of the Food and Drug authorities definitely *important,* but it does not signal *Bonanza.*

Certainly it is not a *Sure Thing.*

First, F.D.A.'s permission to label *Sebastodes alutus* as "Pacific Ocean Perch" is slightly "iffy." Permission is granted to use the name while scientists make a careful re-examination of the classification of the Pacific *Sebastodes* genus. The official language of the F.D.A. announcement goes on: "During the interval of such study, and altogether subject to a change of view if the results of studies so dictate, we will not object to marketing in interstate commerce of fillets of *Sebastodes alutus* plainly and conspicuously labeled as 'Pacific Ocean Perch'."

Secondly, Food and Drug's action merely gives the Pacific fishing industry permission to compete on reasonably even terms in a *highly competitive business.* The trade name "Pacific Ocean Perch" will be important to the economy of the Pacific Coast only if the Pacific industry is able to compete cost-wise with that of the Atlantic, where giants of the fish business, well-intrenched on Cape Ann and the Boston Fish Pier draw their material at low cost from an immense fleet of hard-fishing trawlers and draggers manned by hard-fisted fishermen.

Must Compete With Imports

Furthermore, it is a field of competition in which the Pacific industry will be selling against foreign fishermen—the low-cost producers of eastern Canada and Iceland. When it comes to peddling perch, the Pacific producers will learn something of the problems posed by fillet imports and the competitive challenge they offer to American fishermen, Pacific as well as Atlantic.

Moreover, the Pacific industry starts off at a big disadvantage tradewise. The Atlantic producers of Ocean Perch have had years of head-start. Their product is known to buyer and broker and housewife. Furthermore, they produce it close to the regions which consume the enormous majority of America's frozen fish. Their *trade is established;* and their *distribution costs are less.*

The only place where the Pacific producers will have advantage of familiarity and transportation is in the regions west of the Rockies, and even on the Pacific Coast Atlantic brands of Ocean Perch are well-established and popular.

"Pacific Ocean Perch" will have a fight on its hands to win even the markets of Washington, Oregon, and California.

Cost Competition Key To Cashing-In

Appraising the situation seriously, it is evident that the Pacific industry will have certain advantages. Most important, Pacific Ocean Perch are found close-home—for the present anyway.

Again, the fish are somewhat larger than the Eastern type, although this situation may change as the vir-

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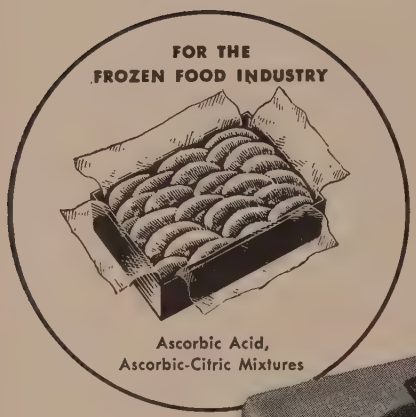

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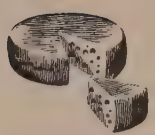

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gin population is subjected to fishery. When the Atlantic draggers first started to land Ocean Perch the fish were much larger than they average today.

Summing up: If the Pacific fisheries are to capitalize on the opportunity which Food and Drug's action has opened, they must:

1. Continue to cooperate earnestly in the scientific study of the species marketed as Ocean Perch.
2. Keep competitive cost-wise.

Yaquina Company Case Yields Favorable Ruling

Action of the Food and Drug Administration in sanctioning use of the term "Pacific Ocean Perch" pending scientific clarification of the relationship of the *Sebastes* and *Sebastodes* genera came in connection with a case involving the Yaquina Bay Fish Co., Newport, Ore., which in 1945 pioneered the marketing of the Pacific form under the name Ocean Perch.

Historically, the utilization of the Atlantic form commercially began in 1933, but the Federal Trade Commission challenged and sought to forbid the use of the term Ocean Perch on the ground that the *Sebastes* genus is not a true perch. Before the case was finally adjudicated, Food and Drug Administration ruled that the term Ocean Perch had been established by common usage and was acceptable for the Atlantic form known as *Sebastes marinus.*

In 1945 the Yaquina Bay Fish Co received a catch of fish caught in deep water, beyond the usual depth fished by Pacific trawlers. Dudley Turnacliff, head of the company, recognized the superior qualities of this fish, and that it was identical to all practical purposes with the Ocean Perch taken in the North Atlantic.

The company started marketing fillets of the Pacific fish, which scientists generally termed *Sebastodes alutus,* under the name of Ocean Perch. Food and Drug Administration objected to this practice on the grounds that the fish was not, in fact, identical with the Atlantic form. Eventually, in Oct., 1949, Food and Drug brought a libel action against some of the Yaquina Bay Fish Co. fillets so labelled.

This case was never tried, and eventually was dismissed June 22, 1951, under terms of a consent decree following the decision of the Administration to permit use of the term Pacific Ocean Perch pending further scientific study.

Food and Drug Administration's position was widely recognized on the Pacific as objective and sound. It was arrived at on the basis of consultation with the foremost fisheries taxonomists in America, including those of the United States Fish and Wildlife Service, the National Museum, Harvard and Stanford Universities.

Here is *Fred Holmes,* rugged 40' Albacore jig boat working out of San Francisco Bay, and newly equipped with a 40-hp. Lister-Blackstone diesel engine.

In its statement on the subject, the Administration says:

"In the opinion of some experts, there is a likelihood that the distinctions which have been recognized between *Sebastodes alutus* and *Sebastes marinus* may be the result of some error in classification. There is a considerable view that the two do not represent distinctly different genera."

The confusion that existed is further evidence by this statement of the F.D.A.:

"Other classifiers say that 'Ocean Perch' from New England waters is not *Sebastes marinus,* but is two other species of *Sebastes,* one of the species *fsciatus,* and the other not classified as to species. At least one famous ichthyologist asserts that *Sebastes marinus* is found only in northern European waters."

Credit Generously Shared

Although his company initiated the marketing of Pacific Ocean Perch, and bore the brunt of the argument and legal action preceding official acceptance of that term, Mr. Turnacliff of the Yaquina Bay Fish Co. generously points out that the industry cooperated energetically in the effort to develop and sustain the facts on which the favorable decision was based.

He speaks particularly of the Pacific Ocean Perch Committee, which was formed to advance the cause, including beside himself and Harold Penter, his partner; E. A. Ruthford of the San Juan Fishing & Packing Co., Seattle; Floyd Wright of the Columbia River Packers Association, Astoria; James H. Cellars of the Columbia River Salmon and Tuna Packers Association, Astoria; Theo. Weissich of the Theo. Weissich Fish Co., Eureka; Al Levy, San Francisco representative of the Washington Fish & Oyster Co.; Aldo Casaretto of Koulouris & Casaretto, Los Angeles, and J. J. Camillo of San Diego.

In addition to the members of the committee, Mr. Turnacliff gives generous credit to Thomas J. White, Portland attorney, who handled legal presentation of the case; to PACIFIC FISHERMAN, for factual development and publication; and to numerous technologists and biologists for scientific studies and reports. Among the latter are named Dr. E. W. Harvey of the Oregon Seafood Laboratory, Astoria; Dr. Lionel Walford of the U. S. Fish and Wildlife Service; Arnie J. Suomela of the Oregon Fish Commission, and Dr. Arthur D. Welander, director of the University of Washington School of Fisheries.

Lack of Labels Delays Perch Marketing

Immediate effect of the Food and Drug permission to sell under the Pacific Ocean Perch label was something less than sensational.

First, only a few of the fillet houses had perch labels; and if they did the labels did not carry the "Pacific" qualification.

Second, the spring bloom was off Pacific Coast trawl fishing and a good many of the draggers were stowing their gear and getting ready for Albacore or salmon.

The trade generally felt that it would be fall before Pacific Ocean Perch production could hit its stride; and that even then the boats and operators alike would be inclined to go slowly rather than to plunge wildly.

Substantial Savings in Fish Meal Found in Low Temperature Drying

Pan Pacific Fisheries, Inc., Terminal Island, recently completed conversion of its fish-meal drying plant from high-temperature to low-temperature operation. The latter system, engineered and installed by Standard Steel Corporation, Los Angeles, dries fish meal consisting of whole sardines, sardine offal, whole mackerel and offal, and some tuna offal.

The conversion was begun shortly after the 1950-51 sardine season closed and was complete within 30 days. Tests on the new installation brought out some interesting facts relating to drying of fish meal.

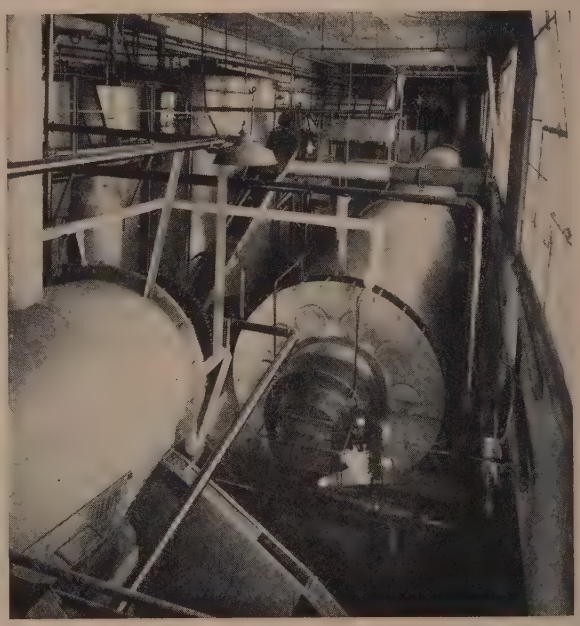
Besides a new temperature indicating and control system, changes at Pan Pacific included: (1) A furnace revamping in accordance with special Standard Steel Corporation design to permit low refractory temperatures, thus increasing refractory life and reducing maintenance, while achieving better mixing of gases; (2) a drive of slightly higher horsepower for the drying shall; (3) larger fan; (4) larger motor driving the fan; (5) increase in the dryer length and installation of an air lift section.

Values Worth Protecting

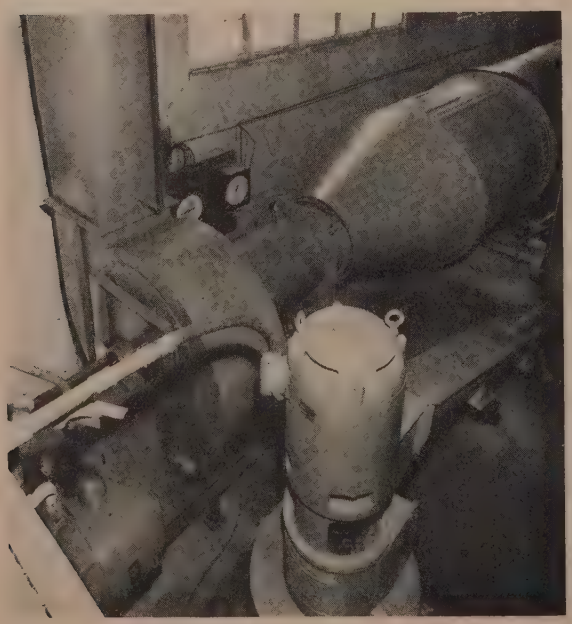
For an adequaate understanding of the advantages to be derived from low-temperature drying, it should be kept in mind the nature of the fish meal itself, according to Norman Pitt, research engineer, dryer division, Standard Steel Corporation.

It must be recognized fish meal is a great reservoir of many feed factors, many of which have been identified, such as the B complex vitamins; others remain unidentified. Perhaps that is why fish meal is one of the most important feed ingredients on the market and for which no effective single substitute has yet been found.

The more care that is taken in preparing fish meal and preserving feed values the more difficult it is to compound a synthetic substitute of equal quality, Mr. Pitt declares,



Overall view of the dryer from front end, clearly showing Dutch oven, foreground center, for efficient gas or oil firing; space between from furnace plate and body of furnace for admitting tempering air to keep refractories cool and provide well-mixed drying gases, and auxiliary secondary air holes, right. This entire dryer is so well balanced that one man can rotate the shell by hand, even against resistance of the speed reducer, with power off.



Dryer discharge end. All fish meal is removed from dryer through the fan for additional drying while being air-conveyed to cyclone. Gas temperature thermocouple and temperature control instruments are shown.

who says the lower drying temperature the more protein and other factors are protected and the market value of the fish meal raised.

"In our experience we have observed many instances where conversion to low-temperature drying was effected chiefly to combat an odor nuisance," says Engineer Pitt.

However, he goes one, as fish-reduction plant operators have become increasingly aware of the profit possibilities of low-temperature dryers, such conversions are being made more and more for economic reasons.

In a sense the situation can be likened to the stick-water disposal problem when this was undertaken primarily to abate a nuisance. As operators became aware of the money-making possibilities of stick-water plants, installation of modern equipment was based more on economic grounds, with the nuisance abatement accepted as a plus value.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant (comp.)

UNIT Fishing boat-"Josie Lena"-52' 60 H.P. Atlas Diesel engine

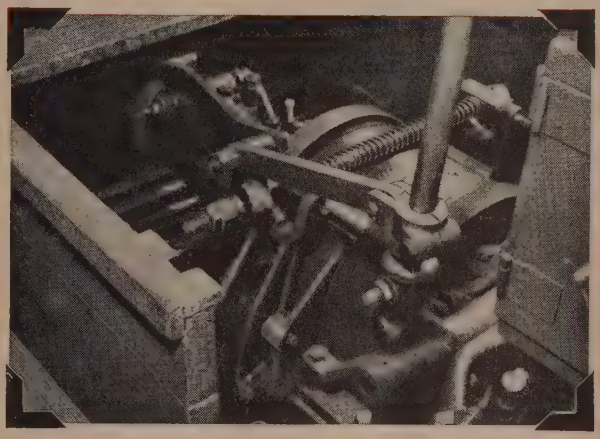
PART Reverse gear-self-lubricated

CONDITIONS Fish high seas-Albacore + shark off California + Mexico Coasts

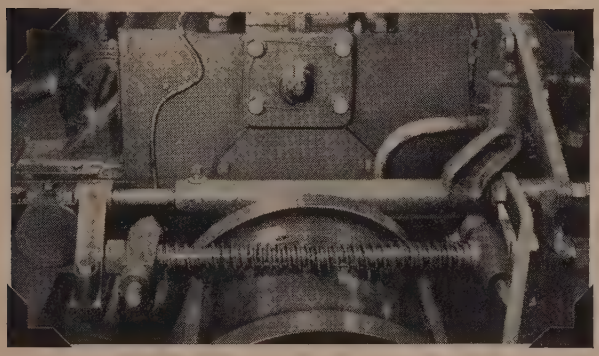
OWNER Joseph Piazza-San Francisco

No transmission gear expense in 10 years of work!

IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.



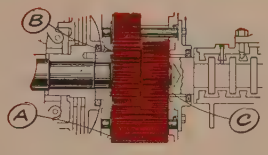
"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

RPM

TRADEMARK "RPM" REG. U. S. PAT. OFF.

How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor — prevents retention of air whipped into lubricant by gears and building up of pressure.

B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

STANDARD OIL COMPANY OF CALIFORNIA

Substantial Savings Proven

Like stick-water plants, low-temperature dryers have not only eliminated a nuisance where one existed, but have turned in a consistent and surprising record of increased profits, according to Mt. Pitt. This is due to the fact that less material is lost in burning and dusting, and protein value increased.

For example: On June 1, Pan Pacific ran skipjack offal with both presses operating at full capacity. Protein value of meal ran better than 60%, while material losses through burning and dusting were increased an average of 2½%. This added up to a total saving of greater than 5% compared to previous runs. Equal or better savings through low temperature drying should be possible on sardines, mackerel, tuna, menhaden or herring, Mr. Pitt declares.

The first step is a thorough dryer analysis, such as that conducted by Standard dryer engineers at Pan Pacific, making the following tests:

Complete analysis of meal before and after drying; analysis of gas volume handled; analysis of odor, dust, smoke and burning conditions; exploration of temperature inside the dryer and of entering and existing gases; test for responsiveness, accuracy and adequacy of the existing temperature indicating and control system.

The analyst would recommend changes required for low-temperature operation and furnish an estimate of the time required for effecting the major changes, usually within 30 days. As a rule the analyst can complete his tests within two days without causing any shutdown of operation.

All Smog Tests Passed

The heart of any fish meal drying problem is the drying of meal under conditions which preserve the protein content and which minimizes the loss of both identified and unidentified vitamins and feed factors.

It is now commonly accepted that deterioration occurs when gases reach temperatures above 650 degrees, F., and that low-temperature dryers which operate at gas temperatures well below 700 degrees, F., at all times—and usually below 600 degrees—definitely yield fish meal of higher protein values and with lower losses of material through burning and dusting.

The Pan-Pacific Fisheries low-temperature installation has passed all smog and odor tests of the Los Angeles county air pollution and smog control commission, using gas firing.

The installation is also to be tested with oil firing, to determine whether the oil burners are properly adjusted. Since Pan-Pacific has modern type burners, there is no reason to believe that oil firing will cause excessive smoke.

California Unions and Leaders Again Take Anti-Trust Rap

In United States District Court, Los Angeles, July 10, two fishermen's unions and seven union officials pleaded "nolo contendere" to an indictment which charged unions and officials with restraint of trade and price-fixing on sardines and mackerel in Southern California; and conspiracy to monopolize those fisheries.

A plea of "nolo contendere", translated means: "We do not contend." It accepts sentence without admitting guilt. The significance of this becomes apparent when it is remembered that there is now pending a suit against the fishermen's unions and the boat owners, by the canneries in the Los Angeles-Long Beach harbors.

The court reduced the fines considerably from the scale asked for by the Department of Justice. Local 33 was fined $500 on Count 1, was given a suspended imposition of sentence on Count 2, and was placed on probation for a year. The AFL union was fined $150 on Count 1 and with the same suspension on Count 2. The fines for Jeff Kibre and Gilbert Zafran were $150 each on Count 1 and the remaining five officials indicted were fined $25 apiece. The suspensions on Count 2 applied to all seven officials.

Ben Margolis, attorney for the fishermen's union, which at the time of the indictment was Local 33, CIO, presented to the court a history of the traditional share or "lay" system of crew compensation and of the strike and events preceding it that occurred at the beginning of the 1949-1950 Southern California sardine season. It was this strike from which stemmed the Anti-Trust Division's investigation of price-fixing and conspiracy.

The two unions fined are the former Local 33, International Fishermen and Allied Workers (now affiliated with the ILWU) and the AFL Seine and Line Fishermen's Union; officials fined include Jeff Kibre, formerly international secretary for IFAWA; Anthony Sokolich, local secretary-treasurer; Robert Petrich, business agent; Gilbert Zafran, former business agent; George Ivankovich, a union trustee; Nick Padovan; and John Calise, AFL Seine and Line secretary and business agent.

Contracts between unions and boat owners, defining wages to crews, are now based on payment to individuals of so-much-per-ton. This method of compensation has eliminated the older share or lay method.

Negotiations between owners and canneries, involving payment for raw fish, etc., are now handled by the Fishermen's Cooperative Association for its members, now numbering close to 150 boats.

Calif. Ocean Shrimp Possibilities Show Promise

The possibility that California may be on the brink of developing an important new fishery — for ocean shrimp — was disclosed to PACIFIC FISHERMAN last month by Richard S. Croker, chief, Bureau of Marine Fisheries, Division of Fish and Game.

The Bureau's research vessel *N. B. Scofield,* Capt. Mitchell, with W. E. Ripley, biologist, has been surveying the shrimping possibilities off California's coast for a year. A recent survey, ended last month showed shrimp in commercial quantities in several locations—Fort Bragg to St. George's Reef; off Bodega Bay; off Morro Bay and Port San Luis.

The governor has signed a bill which will become law in September, sponsored by the Bureau of Marine Fisheries, making it legal to fish for ocean shrimp under permit from the Division of Fish and Game. It is expected that certain regulations will be drawn up by the Bureau of Marine Fisheries by September so that permitees will be allowed to fish for shrimp off the Coast.

Mr. Croker said that the regulations for trawling for shrimp will be drawn with particular care taken to protect the flat fish fishery.

Keep out front with ENTERPRISE

ENTERPRISE DIESELS POWER THE WINNERS IN DETROIT AND SEATTLE TUGBOAT CLASSICS

The Atomic—Second straight win captured 1951 International Tugboat Race in Detroit. She's an 80 ft. Steelcraft powered by a 600 hp Enterprise DMG-36 Diesel. Owned by McQueen Marine Ltd., Amherstburg, Ont.

Foss No. 18—Placed first in 1951 Seattle Maritime Tugboat Race for harbor tug class. Powered by a 450 hp Enterprise DMG-8 Diesel. Owned by Foss Launch and Tug Co., Seattle.

Enterprise DEPENDABLE Diesels

Winning tugboat races doesn't put you in the speed boat bracket. But for rugged work boats on a day off, it does tell a mighty interesting story. These two tugboat races show what *Enterprise* Diesels can do in the pinches—when throttles bend engine loads to their utmost limits of capacity. That's because *Enterprise* Diesels are conservatively rated and built to take heavy overloads whenever the need requires it. And they're built for *extra* long service, dependability, and maintained efficiency. So for endurance . . . for stamina . . . for unmatched *heavy-duty* diesel performance—keep out front with *Enterprise* . . . *the Choice of Power Experts.*

ENTERPRISE ENGINE & MACHINERY CO.
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Choose Woodberry Seine Twine for long wearing fishing nets and for net repairs you can depend on. Another Mt. Vernon-Woodberry product.

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DETERMINING YARN NUMBER WITH SUTER SCALES After Breaking Skein. One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products.

The CHALLENGER'S Challenge 249 Tons, Taken in One Week

Challenger, newest contribution of Avondale Marine Ways to Southern California's steel tuna clipper fleet, left New Orleans March 31 and passed through the Panama. Within a week she had a record tuna fare and was headed north for French Sardine's Terminal Island plant. By mid-May she was on her second trip.

On the clipper's well-planned pilothouse instrument board, containing all the essential navigational and electronic instruments is a plaque expressing the deep religious devotion of her masters: Capt. Manuel Da Luz, and his son, Joseph M. Luz, fishing captain and first mate.

It reads: "O, God, Thy sea is so great and my boat is so small."

Thus, approaching their great new adventure with humbleness, these Portuguese-Americans began the fishing career of the clipper which, with her first completed voyage, justified her name—*Challenger.* Into the cannery flumes went 249.25 tons of fish, the greatest fare ever caught by a hook-and-liner of only 122′ in length.

Capacity Exceeds Rating

Her designer, G. Bruce Newby, Long Beach naval architect, a pioneer of steel clippers, and Avondale Marine Ways, sold *Challenger* to Managing Owner Lewis Livesley, Manuel and Joe Luz and 14 other owners on the basis she would pack 240 tons. As the 10 deep wells and three bait tanks held almost 250 tons of two and three-pole fish, it is now believed that, with smaller tuna the clipper will pack 260 tons.

Dimensions of the *Challenger* are: 122′2″; beam, molded, 28′; depth, 13′3″. Lines of hull are conventional with Avondale clippers, except that Designer Newby planned the bow like that of the *Courageous,* built at Long Beach from his board in 1945, giving the bow 14″ more rake than the *Excalibur,* one of Avondale's recent steel clippers.

Interior arrangements are typical of the hook-and-liners built by the Westwego yard. Accommodations are provided for 12, with accessibility to all rooms, including the two-room galley, without going out on deck. The galley has an electric range, and is presided over by Chef George Kitzman, who has been with Skippers Luz for years.

SAN JUAN BRAND

TRADE MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

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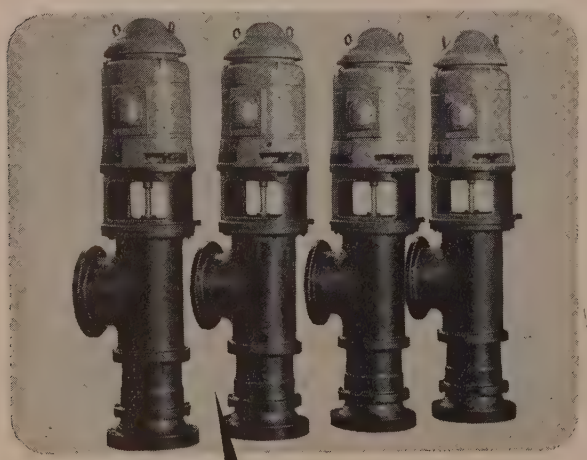


JOHNSTON PUMPS

Selected For

CHALLENGER

Two Johnston Propeller Pumps were selected by Avondale Marine Ways for circulating sea water through the live bait tanks of the new tuna clipper CHALLENGER.

These units feature:

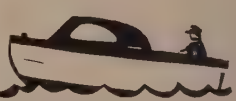
1. Vertical solid shaft drip-proof motor.
2. Split type bronze packing gland which has oilite bronze bushing and is stuffed with metallic packing.
3. Cast iron discharge elbow.
4. Cast iron pump bowls.
5. Monel metal pump shaft.
6. All-bronze propeller.
7. Aluminum bronze pump bowl liner.

These and many other features spell Q-U-A-L-I-T-Y—the chief characteristic of ALL Johnston Propeller Pumps.

JOHNSTON PUMP CO. 3272 E. Foothill Blvd., Pasadena 8, Calif.

EXTRA

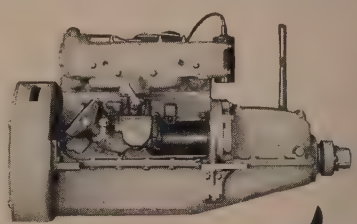
features of the



LATHROP LH-4

give extra long life, extra economy

Fully enclosed, extra-large balance wheel for smooth performance at all speeds. (Ideal for trolling.) Latest design economy carburetor. Thick water jackets. (Some of the 1936 Model LH-4's are still in service.) Power take-offs, reduction gears and high tension magneto available as extra equipment. Be sure to Look at a Lathrop before you buy.



4 Cylinder • 4 Cycle

45 HP. at 2800 R.P.M.

Bore: 3¼" Stroke: 4" Weight: 440 lbs.

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19 Different Models • Gasoline & Diesel • 20-220 HP.

THE Lathrop ENGINE CO.

MYSTIC, CONNECTICUT

SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

They like the *Challenger!* Managing Owner Lewis Livesley, center, with Capt. Manuel da Luz, right and his son, Joseph M. Luz, get together in the *Challenger's* chartroom after the new 122′ steel clipper completed her maiden fishing voyage with 249¼ tons, to establish a new cargo record for a hook-and-liner of this size. Built by Avondale Marine Ways, New Orleans, the clipper passed through the Panama Canal in early April and in a week's fishing time was loaded and cruising north to French Sardine Company.

The Mechanical Aspect

The engineroom is a model of careful planning to include a lot of machinery, but yet give maximum space for servicing around the propulsion engine and diesel-generating auxiliary sets.

The main is a General Motors, 12 cyl., Model 567, 900-hp. at 749 rpm., with Falk 2½:1 reduction gear, Fawick airflex clutch, air starter, exhaust silencer and standard accessories.

Auxiliaries are two General Motors, Model 3-268A, direct connected to generators, 100-kw., 60 cycles, 3-phase, 240 volt, a.c., 1,200 rpm., with exciter.

The essential live bait pumps are two in number, Johnston No. 10 PO propeller type, with cast iron bowl, bronze impeller, bronze bowl liners and Monel shaft. Capacity of these huge pumps is around 3,000 gpm. at 18′ water-to-water. They are driven by vertical, drip-proof motors, 20-hp., 3-phase, 60 cycle, 1,760 rpm., 220/440 volts.

A modern tuna clipper needs many pumps for a variety of tasks, but the most important requirement apart from the bait pumps are for the refrigeration system, the very heart of a hook-and-liner. In the *Challenger*, 12 brine circulating pumps are necessary, serving 10 deep wells and two of the three bait tanks, aft on the main deck. These are Weinman model No. 2G2-4, 150 gpm. at 30′ head, driven by 2-hp. motors.

The great cargo wells and the bait tanks serve other purposes than preserving tuna in the round. Some of the wells will first carry additional diesel fuel; others live bait.

Refrigeration is by an ammonia system, and the compressors are located in the upper engineroom, directly above the main. These are four Worthington, 2-cycle, single-acting compressors, with multi-vee belt drive. Three provide chilling for the tuna cargo. The fourth, a small compressor, is for galley and ship's stores.

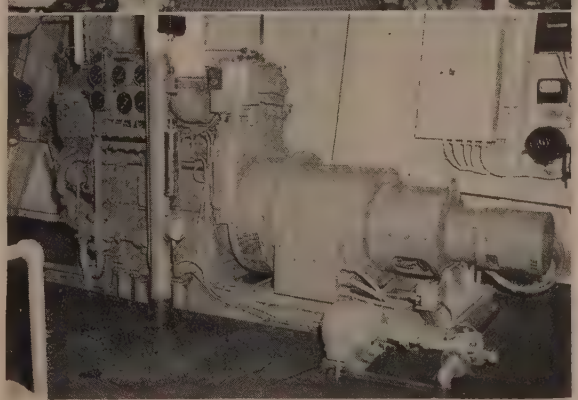
The system is a three-phase one of handling the round tuna immediately after catching. First, the body heat is extracted by circulating chilled sea water; the second phase is substitute clean water, heavily salted for low temperature until the fish are frozen through. The third is to hold the tuna dry at approximately 10 degrees F., or lower, using closely-spaced ammonia coils.

The refrigeration layout, under the expert supervision of Chief Engineer Art Wegger, operated effectively during the maiden trip, only 700 lbs. of fish being rejected at the cannery.

Fishing With Instruments

Skipper Luz has modern aids to operation and navigation, from magnetic steering to radar. This all centers in front of the helmsman as he stands at the wheel, even to the dial of the 1000-fathom sonic depth finder, a "Fathometer"; and the radar's "pip". Behind him, easy of

Shaft alley on *Challenger* is exceptionally wide and clear for effective working, despite the clipper's surprising cargo capacity. Note the tall Johnston bait pumps, and how little space they occupy.



One of the General Motors Detroit diesel auxiliaries, coupled in a "Package" with a 100-kw. generator. Compactness of *Challenger's* two-cycle diesels give a sweet, clear engineroom.

Neah Bay facilities make fishing faster

The Fisherman's Cooperative dock and General Petroleum marine station at Neah Bay, Washington, save time for Northwest fishermen. Unloading and supply facilities there shorten the trip to Northern Pacific fishing grounds and eliminate the long run in to Puget Sound for supplies. During the first year of operation over 2,000,000 pounds of fish were unloaded and transshipped via over-the-road transport. Complete ship and fishing supplies and the full line of Mobil Marine products are available.

Good service to the fleet and finest quality products have made the Mobil Marine line foremost in the world. To merit this leadership both products and service facilities like Neah Bay are constantly being added or improved.

GARGOYLE Lubricants

GENERAL PETROLEUM CORPORATION

—converting nature's gift to better living

checking, is an automatic direction finder.

Principal help from the standpoint of the man handling the clipper underway or on the fishing banks, particularly when "porpoise" fishing, is the Sperry magnetic compass pilot and hydraulic steering engine.

When the *Challenger* was commissioned there were only three of this new type of compass on which Sperry is going into full production. It has a rotary hydraulic steerer, 100 volts, a.c., 60 cycle. One great advantage is that the equipment weighs only 130 lbs., as compared to 2,000 lbs. in the older unit. The hydraulic system operates with Vickers power unit, with Sperry balanced oil valve. There are two optional stations outside the wheelhouse.

Both Manuel and Joe Luz were enthusiastic about the performance of the Sperry navigational equipment. "Sure saves a lot of wear and tear on the man at the wheel," said Joe.

The deckhouse on the third deck is roomy and well arranged. The large wheelhouse centers into the chartroom, where there is an emergency berth. Here too, is the 100-watt Pacific Electronics radiotelephone and the National receiver.

Behind the chartroom is a compartment exceptional for a tuna clipper, a sound-proof radio room. Here is located the 500-watt Pacific Electronics phone and commercial short wave set. The vessel is provided with an inter-communication system throughout.

The clipper's tuna tender, planked with mahogany was built by Avondale, and has for power a Chrysler Crown, direct drive. Two skiffs are carried for live bait operations.

Power in a small package—the 900-hp. General Motors V-type engine which drives *Challenger* through 2½:1 reduction gears.

Fisherman Father And His Fisherman Son

Capt. Manuel da Luz has been fishing tuna for a long time, going back to the days in the early '20s when purse seiners caught tuna off Lower California and it was transported north by tender. He was a member of Capt. Manuel Rosa's fabulous clipper *Lusitania*, built by Al Larson Boat Shop, Terminal Island, in 1927.

He became an owner in his own right when he and his associates acquired one of the navy-built *YPs*, calling her *White Sea*. She was sold to permit investment in the *Challenger*.

Joseph M. Luz, 26, is the oldest of three sons, and did a stint in the navy during World War II. He has been fishing with his dad since he was 16 years old and, like his father, holds a master's license. Senior Luz calls him "my right arm."

Skipper da Luz shown at the new-type Sperry magnetic compass pilot, which has Vickers hydraulic steerer. One of three now on Southern California tuna clippers, the power plant weighs only 130 lbs. as compared to 2,000 lbs. with the older unit. Out of picture on the instrument board is the dial of the 1,000-fathom "Fathometer," and the radar scope on which the skipper's elbow is resting.

Trace Pink Salmon Migration by Tagging

The Fish and Wildlife Service this summer plans to tag approximately 15,000 Pink salmon in Southeastern Alaska, using the Pacific American Fisheries Traps No. 6 near Petersburg and Nicholson Trap No. 3, at Point Baker. Tagging was started with August, and will continue during the season in weekly closed periods.

A 50¢ reward is offered for each tag returned, with data as to where and when taken.

In addition to tagging the trap fish, efforts will be made to take Pinks well off-shore with a purse seiner fished at sea off Baranof and Noyes Islands.

The Service is particularly interested in stream recoveries of tags, whether taken from live or dead fish.

Similar Pink salmon tagging has been carried on in Southeast Alaska for a number of seasons in the past by the Fisheries Research Institute.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Smoking Oysters is a "Craft"

Steps in Wiegardt's oyster smoking operations—Upper left, the steam-opened oysters are distributed on smoking trays. Then John Wiegardt inspects a tray pulled from the smoke kiln. Note the numerous narrow shallow doors. Women are slicing oysters in the upper right. Glass jars are being filled in the lower left. Lower center shows an end-view of the kiln, with thermostatic controls and auxiliary heating furnace. Lower right is the vertical retort with automatic controls and recording instruments, where the glass jars are processed.

Oyster smoking comes under the classification of a "craft," pursued by a few operators on Willapa Harbor, where the delicacy is prepared by somewhat varying individual methods worked out by oystermen through the years.

The rich, brown tidbits vacuum-packed in glass go to market in the delicatessen departments of fancy groceries at the end of a long process governed alike by precision instruments and the experience of years.

Wiegardt Bros. of Ocean Park, Wash., are among the handful of American oyster smokers. (Even with them it is a sideline to a thriving business devoted to oyster farming, and the canning of oysters and oyster stew.)

The Wiegardt Family has been in the oyster business on Willapa Harbor since 1874, and has been operating on the same location at Ocean Park since 1897. The original cannery packed salmon and razor clams, but the modern operation now is devoted entirely to oysters.

There are three brothers, John, Fred and August, all active in the business, which John manages. The oyster smoking department is a particular pet of his, and he will let only one person supervise the process—John Wiegardt himself.

Parts of the process—the parts concerning temperatures—are controlled by precision instruments, but the time and intensity of smoking is on an empirical basis, controlled by the experience of years, which takes into consideration the condition of the oysters, the relative humidity prevailing, the alder wood being use for smoking. When John Wiegardt is asked how long he smokes oysters he replies: "Until they are done," and that is an actual fact.

The process, briefly, is this:

Oysters for smoking are opened by steaming, just as for canning. The oyster meats are then seasoned by dipping for a definite time in a brine solution of closely-controlled strength.

The oysters are then distributed evenly over shallow, wire-bottomed trays and brushed with salad oil. The trays are slid into the slots of the smoking kiln for the initial smoking.

A word about this kiln: It is built above a concrete fire pit where the alder logs smoulder. It will ac-

You, too, will get

"Exceptional Performance"

with Union's famous marine products!

V. J. Pincetich, skipper in the Astoria, Ore., fleet, says: "I fish my troller *Groth* on Triton Motor Oil and 76 Gasoline, and have had exceptional performance. My Chrysler Marine Royal has been operating 4 years with a minimum amount of wear and trouble, which I attribute to Union products."

These marine products are designed to meet your specific requirements:

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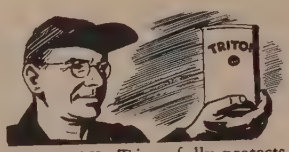
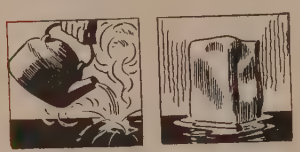


TRITON OIL. Triton fully protects your gasoline-powered craft. Special compounds have been added to pure 100% paraffin-base stocks to retard acidity, sludging and corrosion.

7600 GASOLINE GRADE 80/87. Union Oil's finest gasoline for high-compression marine engines. Try 7600 Grade 80/87 for smooth, dependable performance and maximum power.



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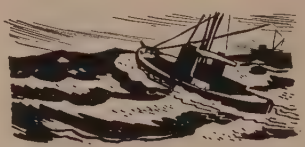
T5X OIL. This amazing *purple* oil is the answer to your *severe* lubrication problems. Fortified with a powerful combination of additives, T5X is *ideal* for Diesel engines.



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You can rely on these Union Oil marine products . . . and on the men who serve you at any one of the convenient Union Oil marine docks from Alaska to Panama*. Next time, tie up at the sign of the orange-and-blue 76.

76 UNION OIL COMPANY OF CALIFORNIA

*Union Oil marine products are also available in most principal west coast ports throughout Central and South America and in the Far East.

commodate 40 trays in four tiers of 10 each. The trays are supported on slides at the sides. A shallow door drops down when unlatched to permit a tray to be pushed onto the slides. The tiers are arranged two-and-two so the smoke kiln has doors both front and back.

In addition to the alder logs smouldering in the fire pit, the kiln is equipped with a second source of heat, a modern oil-burning vertical residence-type furnace-and-fan unit. This is controlled by a thermostat to maintain constant heat in the kiln. (This temperature may be varied by Mr. Wiegardt as dictated by condition of the oysters and atmospheric humidity.)

About two hours suffice for the initial smoking, when the trays are withdrawn from the kiln. Women then slice each oyster lengthwise and with the greatest width. This is necessary to provide thorough smoking. After slicing, the oysters are again brushed with salad oil, redistributed on the trays, and returned to the kiln.

The trays are shifted about in the kiln to accomplish the degree of smoking desired—being moved to the lower slides to intensify smoking and finish-off the process.

The entire process is completed in about half-a-day, when the oysters are removed from the trays and allowed to cool before being packed in small glass jars from the Anchor-Hocking Glass Corporation with a measured amount of salad oil. Swift & Co. "Jewel" oil is standard in the Wiegardt operation. The jars are then vacuum sealed with the only label lithographed on the metal cap.

Sterlizing process is in a vertical retort where time and temperature are regulated by a Taylor recording controller.

B. C. Salmon Price Schedule Shows Substantial Increase

Most of British Columbia's salmon fleet was in operation during the first half of July as a result of the agreement over prices providing for a substantial increase for top grade fish.

There was a brief hitch resulting from the demand of seiners that all Pinks and Chums be weighed on the grounds. In previous years they have been weighed at the canneries as they were brought in and average weights were established for the various fishing areas along the coast.

The canners offered to equip nine packers as test weight boats in the Johnstone Straits area to solve the deadlock, but until that phase of the dispute was settled the seiners remained in port.

Prices for fish caught as agreed on this season follow:

SOCKEYE—All areas, 25 cents per pound (increased 5 cents over 1950).

COHOE—All areas, 18 cents per pound (4 cents over 1950 prices).

PINKS—All areas, 9½ cents a pound (2½ cents over 1950).

CHUMS—Summer, all areas 7½ cents per pound (2 cents over 1950). Fall Chum prices after Sept. 1, Johnstone Straits, Fraser River including Cape Flattery, 11 cents per pound.

Central and Northern areas, including mainland, Barclay Sound, Clayoquot Tofino and Nitinat, 9 cents per pound.

Queen Charlotte Island and West Coast of Vancouver Island above Estevan, 8 cents per pound.

Roy G. Lucks, who headed Pacific Northwest operations of the California Packing Corporation for a number of years until 1944, recently was elected president of the corporation, succeeding Roy L. Pratt, who became chairman of the board. Mr. Lucks has been rising in the canned food business since 1916, and has been connected with Calpak since 1928, when H. G. Prince & Co. was merged with it.

Early Puget Sockeyes Of Superb Quality

Superb quality marked the early Sockeyes taken when fishing opened on Puget Sound, July 2. Unhappily, the volume of the fish was far below their quality, and declined quickly.

The season had been opened early by the International Pacific Salmon Fisheries Commission in order to tap a portion of the run to the Stuart River, a race of Sockeye running early because of the great distance they must travel.

Evidently the season opened when the run was past the peak and declining fast. First day's fishing was far better than any that followed until presstime. As the fish taken were of the finest, fresh-run from the sea and with none of the characteristics of salmon which have been loitering in inside waters, it was obvious that the Stuart run was well on the wane when the season was opened.

Price agreement was reached on Puget Sound with no loss of fishing time, and at the highest levels ever contracted there. Prices per pound: Sockeyes, 28¢; Silvers, 20¢, Kings, 18¢; Pinks, 14¢.

Sally Harris Johnson Taken by Death

Mrs. Sarah Harris Johnson, 54, widow of John X. Johnson, and daughter of P. E. Harris, was stricken and died in Portland June 25.

Mrs. Johnson was widely known in the salmon industry, in which her father was for many years a leading figure. Her husband, who was actively connected with P. E. Harris & Co., died about a year before her while they were on an automobile trip in eastern Canada.

Columbia Summer Run Light Through July

Salmon fishing on the Columbia River following the reopening of the season at the end of June had been poor to presstime, particularly in the lower reaches of the stream. Further up there was still some fairish fishing, the salmon apparently not wholly having moved above the markers.

Well into July the Blueback run was over and the fishermen were finding some BIG chinooks, but not enough to aggregate good fishing. The run at presstime was composed of relatively light numbers of heavy fish, running up to 60 pounds rather commonly.

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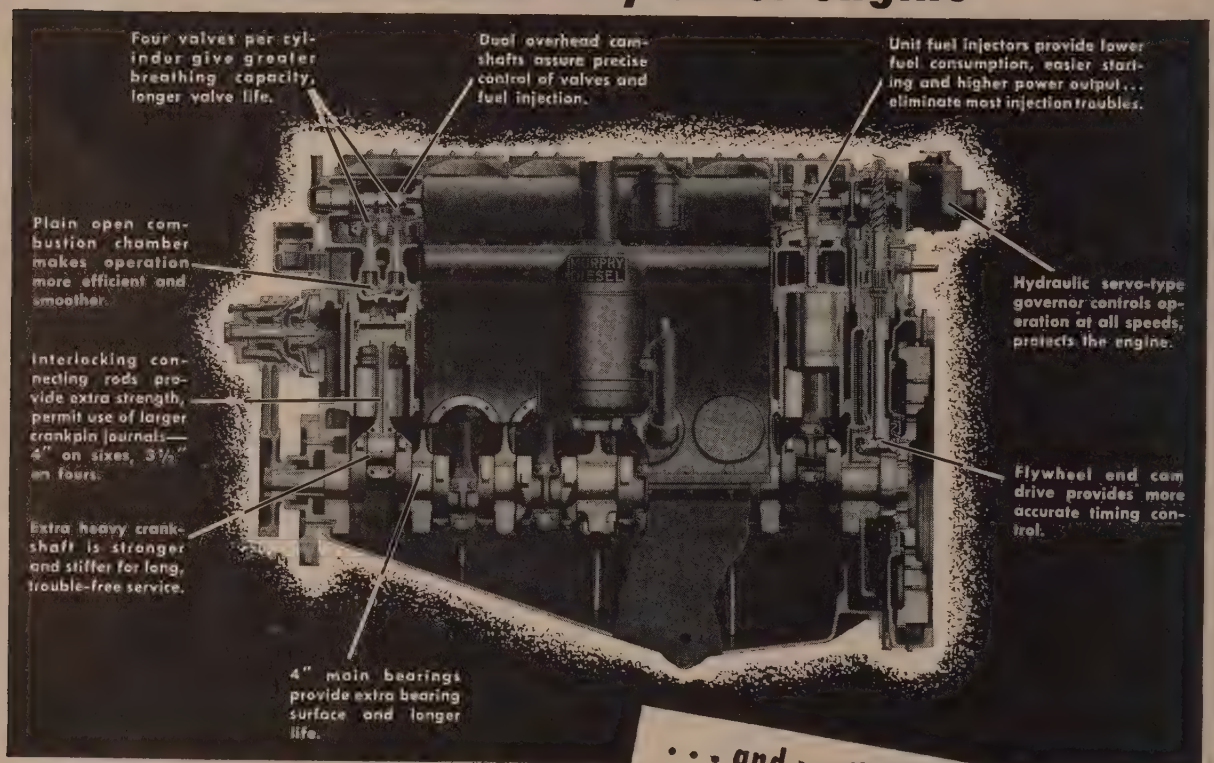
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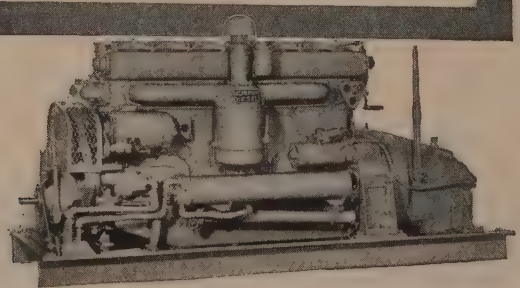

ONLY with Murphy Diesel do you get all the advanced design features described above . . . and only with Murphy Diesel do you get all extra power, economy, dependability and engine life that this design assures. Proved in thousands of hours of the toughest kind of service, this design has resulted from skilled engineering and long practical experience.

A more detailed discussion of these features and others is given in the booklet, *"10 Questions to Ask a Diesel Engine Salesman."* You can get a copy from your Murphy Diesel Dealer or we'll be happy to send you one.

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Japan's Position and Potentialities In the Field of Tuna Production

By William C. Herrington

Text of a speech made at the recent N.F.I. Convention in Boston. Dr. Herrington was formerly head of the fisheries section of SCAP in Tokyo, and is now in the Department of State as special assistant to the under secretary.

The problem of foreign imports directly or indirectly affects practically every fisherman, boat owner, processor, and dealer in the United States. It is a problem which will remain with you throughout your future business activities. This problem also affects United States citizens in general because of its relation to United States foreign economic policy and the food budget of the consumer. Since it affects so many people in addition to you and others in your particular segment of the industry, you must accept the fact that United States policy regarding imports will not be based alone on your interests and desires. You will get the import policy and action you seek only to the extent that you can convince the United States people and government that the policy you advocate will contribute to the best interests of the U. S., as a whole. It is, therefore, essential that you develop a sound policy and the prerequisite for such a development is a thorough understanding of all the factors involved.

I am here today, not as an advocate of one policy or another, but to give you as much background knowledge as I can concerning one major factor, Japan and her tuna fisheries. Japan is not the only country with which you will be concerned, but I believe that she will, to an increasing extent, dominate the import picture in the Pacific.

Japan is a nation with some 1½ to 2½ million full- and part-time fishermen, with more than 450 thousand fishing boats of all types, and with the greatest domestic market for fish of any nation in the world. Japan also is a nation of more than 83 million people jammed into an area smaller than the State of California. This area is so mountainous that even by the use of extremely laborious and costly mountainside terracing the tillable area is much less than that now being cultivated in California. This tillable land is intensively and skilfully cultivated (providing the highest rice yields in the world) and improvements in cultivation and handling are being placed in operation as rapidly as possible. However, the most optimistic experts do not predict that Japan, even with these improvements, can supply more than about 85% of her agricultural requirements. Faced with this deficit in agricultural food production the Japanese officials and people, looking out over their rigidly restricted and mountainous land see the oceans as providing the only hope for balancing their country's food budget. Already there has been an almost uncontrollable trend in this direction. The coastal fisheries of Japan, which supply about 85% of her total catch, within the past ten years have been crowded with between a quarter and a half million excess fishermen. This has so divided the catch that practically all of these fisheries face economic collapse unless some other livelihood is found for the surplus fishermen.

The Japanese people look to further expansion of their fisheries to do three things: (1) Absorb some of the surplus fishermen now crowding the coastal waters, (2) Provide greater production to reduce the food deficit of the nation, and (3) Provide additional products for export to supply foreign exchange with which to obtain needed imports.

The first two objectives do not concern us here today, but the third one does, for it happens that the most promising and probable markets for Japanese fishery exports lie in the U. S.

Now, what about the U. S. position regarding Japan and Japanese exports?

Since shortly after the Japanese surrender it has been basic U. S. policy to actively encourage a stable, economically sound, democratic Japan. The desirability of this policy has become even more obvious in the last two years with the successful drive of Communism on the Asiatic mainland. The general approval and support of this policy by the U. S. people has been demonstrated during the past several years by the repeated appropriation of hundreds of millions of dollars to help re-establish the Japanese economy on a sound, self-supporting and democratic basis. Probably today the only people who question the wisdom of our efforts to encourage a sound Japanese economy are the Russian Communist leaders and their stooges and satellites.

It is basic U.S. policy to encourage the Japanese to increase the export of goods to acquire more foreign exchange with which to pay for the supplies which they must import. This reduces their need of U. S. financial assistance, which comes from the pockets of the U. S. taxpayer. How does this balance against the present and probable future effect of these imports on the U. S. economy, particularly on those segments of the economy which are most directly affected by the imports. All of you are familiar with the present effects; perhaps a brief review of conditions in the Japanese export fisheries will help you in evaluating the probable future impact.

The Fishing Fleet

At present Japan has about 1,000 boats of over 20 tons each, engaged in high seas fishing for tuna, Skipjack and Albacore. The number would have been much greater by now except for the fact that in 1947 the Occupation Authorities restricted further construction of all-steel

Up and Down the Coast...

they're switching to GM DIESEL

A 4-cylinder 110 H.P. GM Series 71 Diesel, replacing a 6-cylinder gasoline engine, stepped up the speed of Erik Lindstrom's 45-ft. salmon troller from 7½ to 9 knots. Capt. Lindstrom bought GM Diesel because of the good reports he had heard from other fishermen. The "Horizon" operates from Tacoma along the North Pacific coast and in Alaskan waters. Used also in tuna fishing, she has a pay load capacity of 20,000 lbs. of iced tuna.

"Pat-B," 75-ft. Alaska salmon cannery power barge owned by P. E. Harris and Company, Seattle, was modernized by the installation of two GM 6-71 engines, turning 42 x 23 propellers through 3:1 reduction gears. They give her a higher top speed of 8½ to 9 knots. "Pat-B" works as a general utility vessel for the owner's cannery at Hawk Inlet, Alaska, towing, setting and hanging traps, carrying men and supplies, and doing other cannery chores.

Joe Martin of Newport Beach, California, increased the speed of his 65-ft. party fishing boat "Star Angler" 2½ knots when he replaced 4-cycle Diesel engines with a matched pair of GM 2-cycle Series 71 sixes. Captain Martin reports that his customers were quick to comment on the improvement and, he says, "the engines are a lot easier to take care of."

FISHERMEN are switching to GM Diesel for more power in less space—for quicker starts, faster runs, greater maneuverability and all-round economy of operation and maintenance. Your GM Diesel dealer will gladly give you all the facts.

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Crofton Diesel Engine Co., Inc.
SAN PEDRO, CALIFORNIA

Gunderson Bros. Engineering Corp.
PORTLAND 9, OREGON

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

boats and of wooden boats of over 100 GT. to prevent over-expansion of the fleet within the limited fishing area. Japan has shipyard capacity for almost unlimited fishing boat construction. Japan has a relatively unlimited supply of fishermen to man an increased fishing fleet. It is, therefore, a practical certainty that the tuna fleet will be further increased as the fishing area open to it is extended. The only real limit to this increase at present is the size of the domestic and export markets.

Present and Potential Production

Before World War II Japanese production of Skipjack reached 200-300 million pounds annually, while production of tunas reached about 125 million pounds. By 1945 this catch had dropped to a low level but since then production has been rapidly increasing and in 1950 was well on the way back to reach and exceed pre-war levels. With this fishing intensity there has been no indication that over-fishing was taking place, even with the restricted fishing area authorized by General MacArthur. We can expect, therefore, that Japanese production over the next few years will continue to increase and will exceed the pre-war level as the fleet expands and fishing is extended to waters farther afield. This is particularly true for tuna fishing in offshore waters where the Japanese use a long line gear developed by them which is not subject to the limitations arising from scarcity of live bait, which handicaps our fishermen.

Only the best quality of tuna and Skipjack landed by the Japanese boats is used for export. However, under the stimulus of competition and export prices, better care is being taken of the tuna at sea, and with improving quality an increasing proportion of the landings is meeting export standards. In 1950, 35-50 million pounds of tuna and Skipjack went into export products. This is only about 10% of probable present production. Thus, 1950 exports represented only a small proportion of the potential. This potential is expanding as Japanese fishermen extend their fisheries and improve their fish handling techniques.

Price and Tariff Limitations

It is difficult to evaluate the effect of price changes and tariffs on Japanese exports. In the U. S. practically all of the Skipjack and tuna catch is canned. When a decline in the price of canned fish forces the price of raw fish below a certain level the boats are tied up and the fishermen seek other activities. In Japan the chain of events differs markedly. First of all, only a small proportion of the catch usually goes into export products. Therefore, a 20% decrease in the price of fish for export does not mean a 20% decrease in the value of a boat's entire catch.

Secondly, a Japanese tuna boat is licensed only to fish tuna. If she stops fishing tuna neither she nor her crew can engage in other fisheries which already are crowded with their own licensed boats. If a boat ties up, her fishermen are idle and their families begin to go hungry. Because of these factors a fishing boat usually is laid up only after all expedients such as private borrowing, government loans, and subsidies are exhausted. When a man has no other occupation or source of income he must continue producing, even though his wage or share declines. He takes the decrease out of his standard of living. Japan has to export to survive and she must find foreign markets, if necessary at the expense of her people's standard of living.

Many people have asked me what effect the 22½ percent increase in duty on canned tuna will have on the amount Japan would export to the U. S. in 1951. I don't know the answer, but I am willing to guess and speculate along with you. In my opinion, the tariff increase will cause a temporary drop in exports. However, the packers will gradually adjust themselves to the change through lower prices to fishermen and more efficient cannery operation. In general, there is much room for improvement in canning efficiency through further mechanization of operations. Japan has at least one tuna cannery which compares favorably with most of those in the U. S. Under pressure of competition she will develop others. Before 1951 ends it is likely that the volume of Japanese exports will return to, if not exceed, that for 1950.

In the face of this situation what course should the U. S. industry adopt. There can be little question but that with no protection the U. S. tuna fishery would greatly decline if not practically disappear. On the other hand, to ask for complete protection would be attempting to fly directly into the face of basic U. S. policy, and remember that there is plenty of evidence that most people believe this policy is in the overall national interest. To find a course which will fit in with U. S. policy and win public support, it appears the tuna industry must work out a position intermediate between complete protection and no protection.

I hope that the information which I have given you today will be of assistance in choosing the wisest course.

Alaska's $50 Non-Resident Tax Thrown Out by Court

Alaska's non-resident fisherman license fee of $50 was tossed out as unconstitutional by the U.S. Court of Appeals this summer. Reason was that the court considered the degree of discrimination in the law—which charged an Alaska resident only $5—to be so great that it "discouraged, hampered and burdened interstate commerce."

Thus ends Alaska's newest attempt made by the 1949 legislature—to force residence on fishermen, or else to make the non-residents pay a license fee far greater than that charged Alaskans.

While the ill-fated measure may have brought in some revenue—which will have to be returned if it was paid under protest—it cost Alaska a lot of business in the form of halibut which was sold at Prince Rupert in order to avoid payment of the non-resident tax.

There can be no question but that the operation of this law in 1951 diverted a great deal of halibut from Ketchikan to the Canadian port.

The circuit court reversed the district court in holding the law invalid in a case brought by the Alaska Fishermen's Union; and also reversed the Alaska federal court in the lower court's ruling against the Pacific American Fisheries, which sought an injunction on the grounds that the Alaska commissioner of taxation had forced, threatened and coerced the company into payment of the tax for its fishermen.

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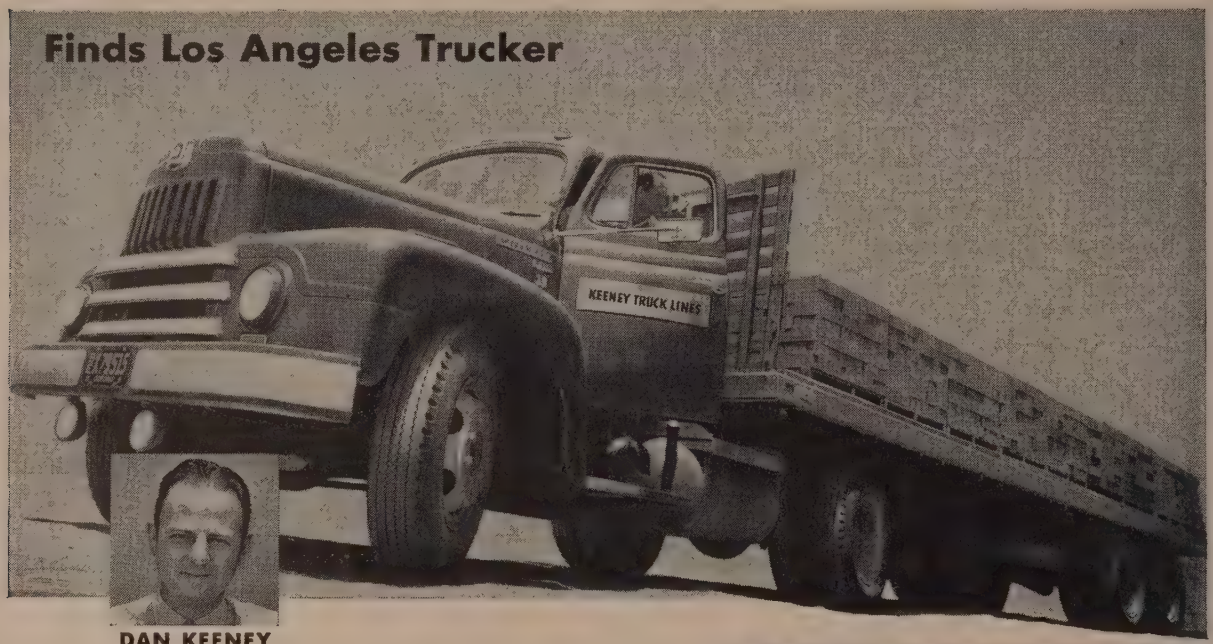

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TIDE WATER ASSOCIATED OIL COMPANY (WESTERN DIVISION)

J. M. Mardesich, Head of Franco-Italian, Dies

Joseph M. Mardesich, 62, president, Franco-Italian Packing Company, Terminal Island, died July 27 of pancreatitis, after an illness of two days and an emergency operation.

Born in Komiza, Island of Vis, Yugoslavia, he had resided in San Pedro since 1918. He was one of several partners of Martin Bogdanovich, late president in founding French Sardine Company in 1919.

In 1924 he established the Franco-Italian Packing Company. He leaves two sons, Joseph P., 29, who was in the business with him, and Mitchell, 17; also a daughter, Mrs. Marie Devine, San Francisco.

Hook-and-Line Jack Mackerel Stirs Monterey

Hook-and-line jack mackerel—the first landed at Monterey in the past 10 years—caused quite a flurry on the waterfront there last month.

Orasimo Cardinale brought in the first of the mackerel to the Mission Fish Co., and this was the signal for activity by other boats. The next day Cardinale caught another slug of jack mackerel in Monterey Bay.

Million Pounds of Halibut Auctioned at Seattle July 2

Monday, July 2, was a Million-Pound Day on the Seattle halibut market.

That volume *may* have been attained before, but Harold Lokken, manager of the Fishing Vessel Owners Association couldn't remember the occasion, and was too tired to look it up.

Anyway, it was one of the Big Days in the whole History of Halibut at Seattle. There were 29 trips on the board to the *City of Seattle's* 62,000.

The market was notable not only for the volume of the fish offered but also for the firmness with which it was handled. There have been times in the past when a heavy concentration of deliveries, particularly just before a holiday, would result in market collapse. This didn't happen this time. Prices held-up well as compared with previous auctions. Chickens and large went for an unfailing 22¢, while mediums had a minimum range of 23 to 23⅛¢.

In addition to the 29 offerings, aggregating 1,017,900 lbs. sold over the exchanges there were two trips, totalling 57,000 lbs., sold direct the same day.

That gives an all-Seattle sales volume of 1,074,900 lbs.

The fishermen seemed pretty well satisfied with the prices received. They recognized the situation created by the record volume just ahead of a holiday, and evidently felt they got very reasonable bids.

The relative strength of the market under the impact of a million pounds of fish can be traced to two factors:

1. The fact that most of the halibut now is frozen, which makes for much more stable prices than prevail in the fresh trade, when a large volume of fish can be sold only at bargain prices.

2. The larger houses who had been building up their freezer stocks through the season wanted to protect them competitively by not permitting the tail-enders to acquire an inventory at low-cost levels.

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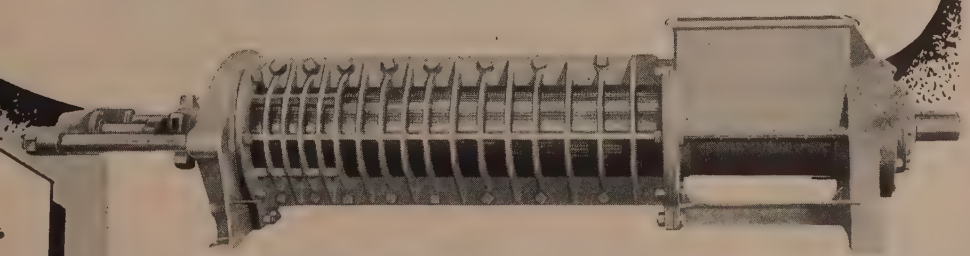

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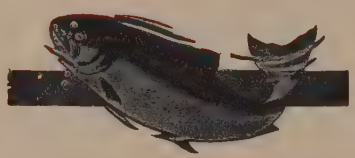
CANNED SALMON



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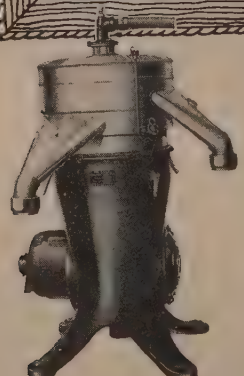
centrifugal machines, head tanks heating devices and controls

PAYS OFF 6 WAYS!

Model AC-VO
"Nozzle-Matic" Separator for separating oil from press liquor



Model AA
Oil Purifier for dehydrating and purifying fish oil

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2. Higher protein content of fish meal
3. Increased yield of oil
4. Better quality oil having lower FFA and lighter color
5. Finished oil of maximum stability; can be stored indefinitely
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DE LAVAL PACIFIC COMPANY 61 Beale Street, San Francisco 5, California

DE LAVAL FISH OIL SEPARATORS

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Salmon Market in Coma As It Awaited Pack and Its Pricing

The salmon market at presstime approached a condition of suspended animation.

Buyers and sellers alike were waiting for the pack to be made—and priced.

There were some sales, true; but interest even in new goods known to be in limited supply—such as Copper River Sockeyes—was laggy.

An interesting aspect of the scant Red salmon production was the large percentage of the pack which had been going into halves. This was widely commented on and there was some reason to expect that the percentage of the pack put-up in halves would be larger than in any previous year.

Factors were frankly and honestly concerned over prices. To the end of July the outlook for Red salmon was so bad that the per-case *cost* was sure to be fantastic.

At presstime the "tailored" price schedule long promised by OPS had not been uttered. Obviously, the buyers were waiting for it.

Under the constantly-applied urging of W. C. Eardley, chief of the fish section, OPS eventually in July revoked Regulation 22 so far as it applied to canned salmon—and *uncanned* fish of any other variety.

This action released the salmon industry from much anxiety, as application of Regulation 22 to its seasonal and widely scattered business would have created an almost impossible situation.

Seattle salmon prices are not being quoted this month because trading has been too sketchy to constitute a market; because such business as has passed has been at well-established and long-publicized ceilings; and because before this is published "tailored" ceilings will have been announced by O.P.S.—if that agency lives up to its promises in much better fashion than it has in the past year.

Moreover, congressional action in extending price controls beyond the end of June, and at the same time forbidding roll-backs, contributed a lot toward salmon stability — although it also may have done something to put a brake on sales.

Up to presstime such salmon sales as were being closed were on the basis of the January selling price general ceilings, which were applied quite reasonably to Columbia River Chinooks, Copper River Chinooks and Sockeyes.

Tailored ceilings, promised in advance of these May seasons, had not been announced — but probably would have been close to those existing under GCPR.

OPERATIONS' IMPACT On Canned Fish Markets

Close condensation of operational aspects of the fisheries which have a particular impact on the markets for canned fish and packaged frozen fish are being presented in this space of *Food Fish Marketing* monthly, as a means of presenting the broker and buyers with an objective digest of those elements in the month's development specially affecting markets and marketing.

Red Salmon Pack Very Short; Freezers Leave Gap in Data

Red salmon production to the end of July could be only approximated, so far as the canned pack is concerned—although it was known to be extremely short, with the possibility that it would be the smallest in Alaska's history.

The Pink salmon packing at that time was only getting under way in Southeast Alaska. Central Alaska Pink production in July had been extremely poor in almost all districts.

In the northern section of Southeast Alaska, where Pinks normally show early, there were reports of substantial showings coming in from the sea before the middle of July.

However, there's room for a lot of slips and a lot of shrinkage between "showings" and the cannery warehouses.

Floater Fish Confuse Red Salmon Statistics

The question might readily be asked: Why, with the Bristol Bay area closed, was it not possible to give more accurate count for Red salmon packing in that area to the end of July?

Answer: Because a substantial part of the fish had not yet been canned.

Operating on Bristol Bay this season were a number of freezerships, each served by from 4 to 12 gillnetters. They freeze the fish delivered to them for subsequent canning, probably on Puget Sount.

The fish taken by the freezerships are not represented in the canned salmon production figures of the Fish and Wildlife Service, although it is possible that some of the private estimators may include them in their forecasts.

The fact is that *these freezership Reds will not yet be in cans when this is published;* and the quantities of fish taken by the freezers generally are closely-guarded secrets.

Such figures as were available on the freezership receipts indicated they might be expected to can-out at about 15% as much as the total shore cannery pack.

F. A. Gosse Co., Factors, Extend Salmon Advertising

With Erwyn H. Algyer advanced to vice president and export manager of F. A. Gosse Company, July saw Frederick A. Gosse initiate the fourth year of the house's energetic advertising campaign in New England, the Middle Atlantic states and selected markets elsewhere.

The campaign centers largely in the Mary Margaret McBride radio program, one of radio's interest-leaders, and newspaper advertising. "I think it is unique in the salmon business for a factor to step out on an active advertising campaign directed to the consumer. We do it because we believe in it, and know it sells salmon."

The Gosse company's "Red Breast" brand, now 30 years old, is featured. The firm was founded by Mr. Gosse in Vancouver in 1919 as a subsidiary of Harry Hall & Co. of San Francisco. Two years later Mr. Gosse acquired the firm and gave it his name, moving it to Seattle in 1924. The firm does a national and export business in canned salmon and tuna, sardines and crabmeat.

Frederick A. Gosse, right, president of F. A. Gosse Company, Seattle canned fish factors, and Erwyn H. Algyer, who recently became vice president of the firm.

Mr. Gosse's family has been engaged in the fisheries and shipping business in America for 280 years. He is son of Mark Gosse, 84, a retired salmon canner, who moved to the Pacific Coast 62 years ago from Newfoundland.

The first of the Gosses in America came from Poole, England, in small sailing vessels for codfish, which they took on the Newfoundland banks. For years they dried their fish on flakes ashore in Newfoundland and returned with the cargo each fall to England. Later they settled in Newfoundland, preferring the cold winters to the risky crossing of the Atlantic.

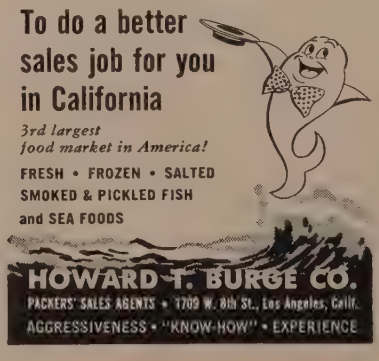
Mr. Algyer has been with the Gosse company for four years. Before his Army service, he was an assistant division superintendent of the Great Northern Railway. After the war he served the Carnation Company's Albers division in the export line, and then became export manager of the Gosse firm. He will continue to direct its export business, at the same time assuming the broader duties of vice president.

Jack Mellin, Monterey, has purchased a "Cat" D311 to be installed in his 32' hook-and-liner, from Thomas A. Short Co., San Francisco.

AT YOUR NEIGHBORHOOD FOOD STORE!

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.


To do a better sales job for you in California
3rd largest food market in America!
FRESH • FROZEN • SALTED
SMOKED & PICKLED FISH
and SEA FOODS
HOWARD T. BURGE CO.
PACKERS' SALES AGENTS • 1709 W. 8th St., Los Angeles, Calif.
AGGRESSIVENESS • "KNOW-HOW" • EXPERIENCE

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Southern California Canned Fish Prices

Quoted f.o.b. cannery, August 1.

TUNA

Advertised brands:

White Meat, Fancy	$15.50 to $16.50
White Meat, C&F	$13.50
*Light Meat, Fancy	$13.10
*Light Meat, C&F	$11.85
Light Meat, Grated	$11.00 to $11.25

*Including promotional allowances subject to 24 hours cancellation and, in some cases, without notice.

Private Label:

White Meat, Fancy	$13.50 to $14.25
White Meat, Standard	$12.50 to $13.25
White Meat, C&F	No quotation
Light Meat, Fancy	$12.50
Light Meat, Standard	$11.50
Light Meat, C&F	$10.50
Light Meat, Grated	$ 9.75 to $10.00
D & L, Grated	$ 8.00

TONNO

½s/48	$15.00 to $15.50
¼s/100	$16.00 to $16.50

MACKEREL

Pacific, talls/nat, 48	$6.25 to $6.50
Jack, talls/nat, 48	$.500
Jack, ovals/ts, 48	$6.75 to $6.90
Squid, talls/nat., 48	$4.50

Willard G. Gregory, head of the Los Angeles advertising firm of Willard G. Gregory & Company, at 733½ S. Hope Street, was elected president, Southern California Advertising Agencies Association, in late June.

The BUYERS' CORNER

In an effort to make the *Food Fish Marketing* feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

Salmon Species' Seasonality

Everyone knows that salmon is a seasonal fish, and that it mainly is available for commercial packing during the summer.

However, a lot of buyers apparently do not well understand the specialized seasons which prevail with respect to the several species.

There are five distinct species of Pacific salmon:

1. Chinook or King.
2. Red, Sockeye or Blueback.
3. Coho, Silver or Medium Red.
4. Pink.
5. Chum.

Inside the general salmon canning season, which runs all the way from May to November, with greatest intensity in July and August, each of these species has its own generalized period of greatest abundance.

True, these species seasons somewhat overlap.

True also, Chinooks are canned in some degree throughout the entire May-November period.

Here are the species seasons:

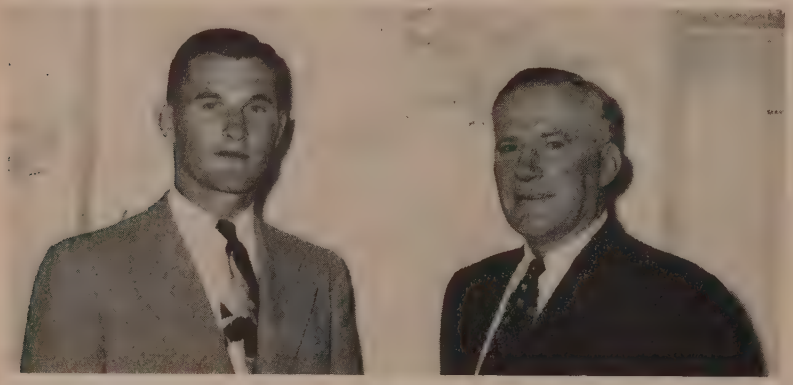
Chinook or King—Also called Spring in British Columbia, because this variety is primarily a spring season fish. The great Chinook districts: Columbia River, Copper River, Cook Inlet, yield their fish in May and June. Exception: the Columbia River has a substantial late-August run also.

Red, Sockeye, Blueback—Species seasonality in this variety differs by regions. In Alaska, the principal source, July is the Red month. Puget Sound, the source of the Sockeye, makes its biggest pack in August, with operations sometimes continuing well into September. The Columbia River and Quinault, sources of the pack of this species often labelled Blueback, take these fish in May and June.

Coho or Silver—in general this species runs intermingled with the others, with the principal canned packs made in August in Alaska, while in Oregon and Washington the canning of Cohoes extended through September and October.

Chum—Dominantly a late-season species, the Chum runs principally in August and September in Alaska, and in October and November on Puget Sound. Exception: a very early June run of Chums at the tip of the Alaska Peninsula; known in the trade as "False Pass Chums." The volume is not great.

Donald C. Parker, Donald C. Parker Co., Honolulu, T.H., brokers for F. E. Booth Co., Inc., San Francisco, and family visited the mainland last month on a business and pleasure trip. While in San Francisco the Parkers were entertained by *A. L. Desmond*, general sales manager, F. E. Booth Co., Inc.



Walter P. Shiel, junior and senior, are pictured here in the Seattle office of Walter P. Shiel & Co., canned salmon distributors, where "Bud" in July joined his father and the business. A naval aviator, Walter, Jr., has been engaged in other sales work since his release from active service and graduation from the University of Wisconsin.

Stix Reports Japanese Lightmeat Well Sold

Robert L. Stix, formerly in the canned salmon sales business in Seattle, and now president of Robert L. Stix, Inc., New York City, reports that the stocks of Japanese lightmeat tuna in oil available in that market are now pretty well cleaned up; but that Japanese Albacore brought in before the duty advance is still in ample supply.

He says there is quite a carryover of the more expensive grades of salmon and fish specialties; but that the movement of frozen swordfish and lobster tails has been excellent and that shortages exist in both these commodities.

Mr. Stix recently announced two additions to his organization, Robert W. Russell and Robert W. Hayman, both of whom have had extensive experience in food selling.

Mexican Pacific Shrimp Prices

Prices quoted, July 1, f.o.b. storage, West Coast, for Fancy, Premium brands, layer pack:

Count—	*Per Lb.*
Under 15	75c
15-20	75c
21-25	70c
26-30	65c
31-43	50c
43-65	45c

U.K. Spends 6 Million For Canadian Salmon

Great Britain will spend $6,000,000 for Canadian canned salmon this season under an agreement reached just at presstime for this issue between the British Ministry of Food and the British Columbia Salmon Canners' Operating Committee.

In 1950 the British salmon purchase was $5,000,000, and the year before that $7,100,000.

Proportion of Sockeyes to be included in the purchase was not available as this issue closed.

Sockeye Quality High

Puget Sound Sockeyes packed during July were of superb quality. The early opening, July 2, was timed to take a part of the run to the Stuart River tributary of the Fraser, far far up in northern British Columbia. With far to go, these fish enter early, brilliant in color and heavy with fat, for they have far to go.

In the fish and in the can, objective examiners found their quality of the very highest.

Whitney's Quality

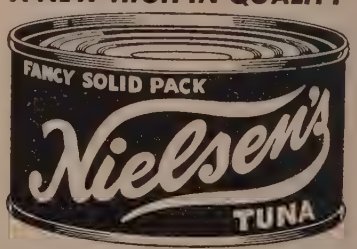
CANNED SALMON

Whitney's Best—Blueback and Chinook
Whitney's—Alaska Red Sockeye
Whitworth—Pink
Golden Shore—Chum

Distributed by

WHITNEY & COMPANY
SEATTLE, WASHINGTON

"A NEW HIGH IN QUALITY"



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ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
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C. F. BUELOW COMPANY, INC.
Distributors:
ALASKA and PUGET SOUND CANNED SALMON
NORTHWEST TUNA and CRABMEAT
SMITH TOWER — MAIN 4464 — SEATTLE 4, WASHINGTON

One of the outstanding canned fish salesmen of the Middle Atlantic territory is J. S. Youle, head of J. S. Youle & Co., Inc., Baltimore. He represents the New England Fish Co. and the Coast Fishing Co. over a large and populous territory, and does a famous job. He made a trip to the Pacific Coast this summer and is pictured here in the offices of the New England Fish Co., Seattle, where he spent several days talking fish with Harald Synnestvedt, president, and Starr Farish, sales manager.

"Scarcely a Ripple" Results from Revision

Downward revision of California tuna prices in June had little effect on the Boston market, according to William A. Mann, one of the leading agents and brokers in that area. He reports:

"Recent reductions in prices of California tuna have had no appreciable notice from our buyers. Northwest Albacore still is quoted at $15. Most of the jobbers covered with the advertised brands on that basis early in the year, and have been supplying their immediate needs since then with Japanese, which has been lower on Fancy White. There have also been constant offerings from New York importers at varying prices on lightmeat, including Peruvian frozen tuna being packed in the United States.

"Both tuna and salmon have felt the effects of heavy inventories and slow movement because of consumer resistance to high prices. This has resulted in many resale offerings from jobbers at prices only slightly over cost.

Weakness in Tuna Persisting Despite Lack of Evident Cause

Somebody was pulling the old squeeze play in the great game of tuna-packing and merchandising in Southern California last month, but as to who or why, it was mostly a case of—"S'help me, I'm innocent!"

Fact remained there was a lot of squeezing going on, and people were getting hurt. The industry was sick of it and about it, admitting something ought to be done.

With the basic pack, Light Meat, Fancy, being quoted at $13.10 advertised brands — including, of course, promotional allowances, cancellable at the drop of a hat—nobody was making any money; in fact, canned tuna was apparently being regarded as a "loss leader" at production level!

White Meat was backing up in price so fast that Light Meat was practically treading on its heels; same way with advertised and private label. That Light Meat quotation of $13.10 wasn't the whole story. Rumors were that parcels of Light Meat, Fancy, advertised, had been sold as low as $12.00.

G. A. Christian, president of the Christian Brokerage Co., Atlanta, Ga., representatives of the Kelley-Clarke Company, in mid-July visited the Seattle headquarters of that company to talk fish with Walter H. Tuesley, partner managing that department. Mr. Christian says he finds the *Food Fish Marketing* feature of *Pacific Fisherman* exceptionally valuable, and of great interest to buyers, the best of whom are always interested in sound information, objectively presented.

Where did that put the private label business? Those packers were struggling to get $12.50—and losing money on every case they sold.

The situation—coming as it did, at the beginning of the heavy-buying season—threw the country's tuna trade into confusion. Instead of a strong seller's market, the result was a weak buyer's market.

Why?

Was it because of heavy imports? The records wouldn't seem to bear that out. To June 1, foreign import of canned tuna, for this year was 365,900 cases, as compared to last year's 501,700 cases for the same period. Increased raw tuna imports? This year to June 12, 817 tons, as against 5,157 tons last year. Reduce this to cases, and the overall import situation is about a standoff from last year.

Was it because people had stopped buying tuna? Reports are that sales are over 10% ahead of last year; perhaps more.

Big inventories in first hands?

January and February buying cleaned up the big carryover, and to July 1, the industry was 125,000 cases behind last year, and will be close to 300,000 cases behind by August 1.

Competition? Perhaps. Tuna today enjoys the greatest promotional effort in canned fish history. It is selling and selling fast off grocers' shelves, but it must be remembered that, if the country consumes 9,000,000 in a single year—as it did in 1950—that is 2½ cans for every man, woman, child and baby in the United States.

Overproduction? Tuna is not like any other Pacific Coast canned product, except mackerel: It is caught and delivered 365 days a year. Ability to process and immediately sell is always behind the ability to catch and deliver.

Nobody could say the Southern California fleet had delivered sensationally so far this year. Although the figures are comparable to July 1, 79,500 tons, this year to 80,000 tons last year, thousands of tons of this year's pack were carried over from the end of 1950.

No weak spots in Adams Netting!

Every operation which enters into the manufacture of Adams Netting, from the selection of twine to the final inspection is under scientific control and the trained hands of experienced craftsmen—who make sure every knot is securely tied, all meshes are uniform. Lasting quality, improved manufacturing methods and outstanding workmanship assure you of greater yields from peak runs . . . It's best by test — Ask your dealer for Adams Best Netting.

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Englund Marine Supply Co., Newport and Astoria, Ore.
San Diego Marine Hardware Co., San Diego, Calif.
A. D'Acquisto & Sons, Monterey, Calif.
Angelo D'Acquisto, San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.

Fishermen's Packing Corporation

ANACORTES, WASH.

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: **ANACORTES, WASH.**

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Let the worlds fastest growing brokerage house make bigger profits for you.

We specialize in all types of frozen food sales with special emphasis on Fish and Frozen seafood. Our central location with close contacts throughout this Country, Canada, Mexico, Australia, South Africa and other foreign countries assures quick, profitable handling of your catch.

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Klawock Oceanside Local Fleet Enlarged

A number of seiners at Klawock, where Alaska salmon canning began in 1878, will be operating their own boats this summer, with the assistance of the Klawock Oceanside Packing Co., which will operate the community-owned salmon cannery there.

The mayor of Klawock, Frank Elmore, has a new 37′ seiner named *Elaine H*, after his daughter. It will be skippered by Paul Chief Cooke.

Edward Peratrovich went to Seattle in June to bring north his new seine boat—*Ruby Jeanne*. Donald Roberts and Stetson Dowhitt also bought new boats in Seattle. Dowhitt recently sold his troller-seiner *Harold* to Albert Ketah.

Samson Nickerson recently bought the seiner *Verness* in Seattle and the troller-seiner *Leader* has been purchased from Donald Roberts for Thompson Peratrovich. Daniel Kahklen bought the boat *Frolic* from Victor Edenso of Ketchikan. The cannery plans to buy the seiner *Rex* from Wallace and Reggie Johnson for operation by James Rowan.

The new company, known as Kopco for short, will operate the former Demmert cannery which was under lease to Libby, McNeill and Libby. A new marine ways was built by Dick Chevalier, head carpenter, who also built 10 new 40-hp. power skiffs for the cannery's seine boats.

Three new light plants have been installed on the cannery site to provide electricity night and day—a convenience formerly unknown to Klawock.

A. E. Allen is the superintendent of the cannery and James Forsell is office manager, assisted by Dave Douglas. Henry Kruhoffer is foreman; Carl Carlson, port engineer. Joe DeGrace is shop machinist; and Lawrence Christensen, beach boss.

Martinolich Charters Reefer for Bananas

Anthony Martinolich, president, Martinolich Shipbuilding Corporation, San Diego, returned last month from Miami where he made arrangements to charter the *Atlantic Reefer*, a former 175′ navy net-laying vessel as a refrigerated banana carrier. Conversion was made at the San Diego yard and refrigeration by a diffusing system, using two 80-ton compressors. The vessel will operate between Ecuador and Florida.

Ocean Fisheries Order 127-Ft. Steel Clipper

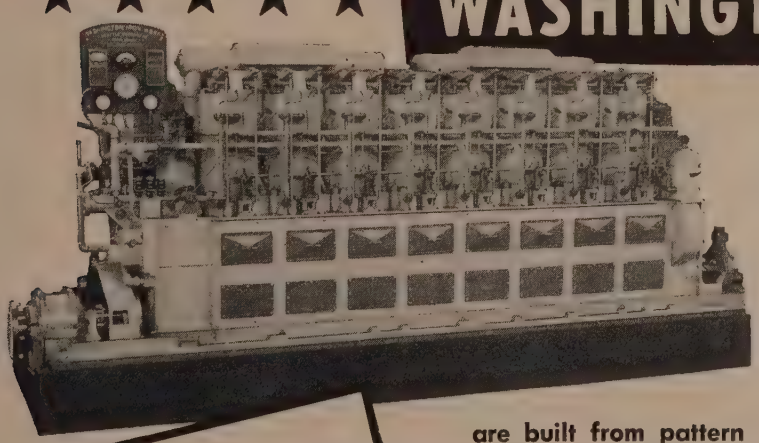
National Steel & Shipbuilding Corporation, San Diego, has contracted with Ocean Fisheries, Inc., to build a new steel tuna clipper. Designed by William P. Trammell, the yard's naval architect, the vessel will be 127′ long, have a beam of 30′ 6″ and depth of 14′ 6″. Stern is to be a fantail. Fish-carrying capacity: 330 tons.

Propulsion engine is a Model DMG-38, 8 cyl. Enterprise diesel, with 6⅜″ Monel tail shaft, and Goodrich Cutless outboard bearing. Auxiliaries are a pair of Murphy, 133-kw. diesel generating sets. Refrigeration is by Baker, with four Model 8A, 5½ by 5½ compressors, driven by 25-hp. motors.

Extra carrying capacity is gained by an extra brine well aft. Combination bait and brine pumps are 5 by 5. Brine circulation is by 12, 4 by 5 pumps, driven by 5-hp. motors. The vessel, before being named will carry the work title of *Hull 177*.

Lloyd Turnacliff, managing partner, Meredith Fish Co., Sacramento, Calif., took a vacation trip to Alaska last month, to visit the Washington Fish & Oyster Co. cannery at Port Williams.

★ ★ ★ ★ ★ WASHINGTON DIESEL



PROVEN DEPENDABILITY plus the assurance of responsibility on the part of the manufacturer have led fishing vessel owners to choose Washington diesels again and again for over 29 years.

Range of models from three to eight cylinders, 90 to 1000 horsepower, 277 to 450 rpm.

Washington diesel engines are built from pattern to final inspection in one big eight acre plant, with completely integrated facilities. Each installation is further safeguarded by expert engineering counsel, efficient service and parts availability for years to come.

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THE FIRST WASHINGTON DIESEL EVER BUILT IS STILL IN COMMERCIAL OPERATION

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while you clean

NO need to double back on the job when you clean fish-handling equipment with Oakite Di-Sanite. It kills odors at their source *while* it cleans. Low-cost: average solutions cost less than 1½ cents a gallon. Want proof? Call your local Oakite Technical Service Representative. Or write address below. No obligation.

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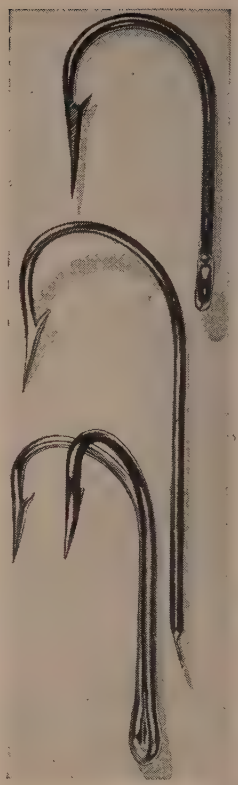
TRADE MARK REG U S PAT OFF
MATERIALS • METHODS • SERVICE

You Can't Compel Fish to Bite



but if they DO bite—and your lines are equipped with Mustad hooks you'll get your fish because

MUSTAD
Key Brand **FISH HOOKS**

will hook—and HOLD them—until you bring them into your boat. These "old reliables" are noted for their sharpness, strength and temper. They save repair and replacement too. Your dealer has them.

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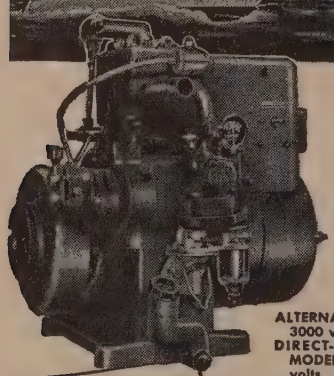

For Pleasure and Commercial Craft

Onan Marine Electric Plants meet the increasing demand for electricity aboard—supplying power for lights, ship-to-shore radio, blowers, bilge-pumps and other uses.

Specially designed for marine use . . . completely Onan-built, single unit construction, compact and dependable.

ALTERNATING-CURRENT MODELS—350 to 3000 watts, 115 and 230 volts.
DIRECT-CURRENT, BATTERY-CHARGING MODELS—400 to 3500 watts; 6, 12, 24, 32 volts.
DIRECT-CURRENT, DIRECT-SERVICE MODELS—600 to 3500 watts, 115 volts.
DUAL PURPOSE, A. C.-D. C. MODELS—3000 watts total capacity; up to maximum of 750 watts, 32 volt D. C.; balance 115 volt A. C.
Also 350 to 35,000 watt capacities A.C. and D.C. for homes, factories, stand-by use.
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Bronze, gear-driven water pump.
Stainless steel pump shaft.
Thermostatic temperature control.
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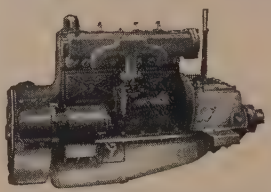
Red Wing marine ENGINES

SMOOTHER . . . SPEEDIER . . . STRONGER . . .



ARROWHEAD 25—45 H.P., 4 cyl., 3⅝" x 4½", 186 cu. in., 1000-2000 RPM.

For dependable power, economy of operation, low maintenance cost select a "Red Wing" Marine Engine.

There are "Red Wing" gasoline and diesel models from 7 to 200 H.P. to choose from.

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PLYMOUTH 1824

Ready to deliver quality rope anywhere, anytime

YOUR PLYMOUTH REPRESENTATIVE

PLYMOUTH CORDAGE COMPANY
ROPE • TYING TWINE • BINDER TWINE • BALER TWINE
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Second Fire Stops Only American Whaling

For the second time in less than two years, fire put an abrupt end to whaling operations out of Humboldt Bay when a costly June blaze swept the Fields Landing, California, plant, operated by Herman Foland and Gilbert Hunter, destroying the building and causing heavy damage to equipment, much of it beyond repair or salvage.

The fire apparently started in the oil storage room from an undetermined cause. Whipped by a brisk breeze, the flames swept through the oil-soaked structure.

Foland and Hunter estimated the damage at approximately $65,000, of which only about 30% was covered by insurance. The two operators were indefinite regarding plans for rebuilding or the resumption of activity.

The same plant was burned in September, 1949, but the loss at that time was considerably less than in the recent blaze.

The station, the only active operation of the kind in the United States, had resumed operations only last March, using the whalers *Lynn Ann* and *Dennis Gayle*. To date 44 whales had been taken this season, with every indication that operations for the year would have set a new all-time record on the Northern California coast.

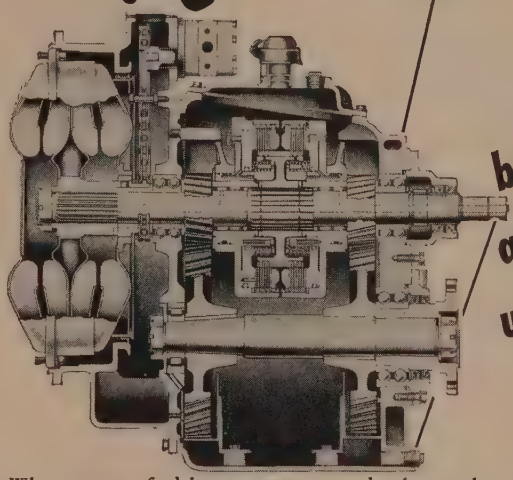
Reduction Plant Shifts

Application of the Long Beach Packers, Ltd., Long Beach, to transfer its sardine reduction permit to Golden Gate Packing Corporation was approved by the California Fish & Game Commission. It disapproved, however, of transfer of the plant from Long Beach to either Grover or some other location in northern California. Grounds were that transfer of operations were on too indefinite a basis.

Physical property of the Golden State Packing Corporation, headed by Robert and Julian Gruwell, was sold some months ago to F. E. Booth Company, Inc.; and the Long Beach Packers, Ltd., headed by Robert O. Gruwell, Jr., is located in the former California Packing Corporation, where the company purchased machinery and equipment.

Joe Hickey, well known on Monterey's Cannery Row as superintendent of the Del Mar Canning Co. for many years, is back again—this time in a supervisory capacity with Hovden Food Products Corp. Joe was with *Paul Getty's* Samoan tuna canning enterprise for a number of years.

always the right connection



between driving and driven units . . .

Wherever you find horsepower at work in fishing boats, you will find Twin Disc Marine Reverse and Reduction Gears and Twin Disc Power Take-Offs.

That's because Twin Disc offers *standard* units for every kind of marine engine . . . offers a complete choice of marine gears including the *new* marine gears with hydraulic couplings and exclusive HYDRO-TROLL feature.

HYDRO-TROLL Drive permits you to increase the effective reduction of your gears by varying the fluid fill inside the coupling. You can troll for hours while engines turn at sufficient speed to avoid fouling and keep generators charging.

For not only does Twin Disc offer a complete line of marine gears and power take-offs, it offers the most comprehensive line of friction clutches and hydraulic drives for such installations as hoists.

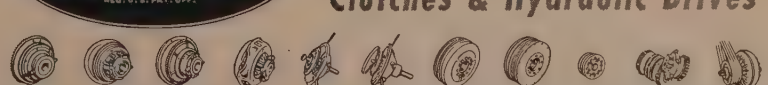
That's why for the right connection between driving and driven units, always specify Twin Disc.

for example

The *Blaze*, owned by Hanson Bros., of Prince Rupert, was one of the first to be equipped with a Twin Disc MGHV-220 Marine Reverse and Reduction Gear with HYDRO-TROLL. This compact unit is equipped with a hydraulic coupling to dampen out torsional vibrations, cushion propeller shocks before they reach the engine, afford new protection and efficiency to the entire drive line of your boat. Power is a Caterpillar D-318.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES
REG. U. S. PAT. OFF.

Clutches & Hydraulic Drives



TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

SHELTER COVE BRAND
Fancy California
FRESH FROZEN DUNGENESS
CRAB MEAT
VACUUM PACKED IN NATURAL JUICES BY
TOM LAZIO FISH CO., INC.
EUREKA HUMBOLDT COUNTY CALIFORNIA
KEEP FROZEN
REMOVE LID AND THAW AT ROOM TEMPERATURE
DO NOT HEAT CONTENTS UNTIL OPEN

Tom Lazio Fish Co., Inc., Eureka, Calif., reports gratifying success marketing a consumer-size package of fresh frozen crab meat vacuum packed in 6-oz. cans, according to Angelo Intersimone, manager. After the crab is packed in the can, it is sealed on an American Can Co. vacuum closing machine, and the can is then inserted in an attractive waxed bleached lithographed carton, telling the purchaser that this is: "Shelter Cover Brand Fancy California fresh frozen Dungeness crab meat." This pack of crab meat is now merchandised over the West and Southwest.

California Fish and Game Shift Wins Industry's General O.K.

The California Division of Fish & Game will shortly be divorced from the Division of Natural Resources, and set up as a separate department with a $13,000 a year director, under the law passed by the state legislature, and signed by the governor.

The director, as yet unannounced, will be appointed by Gov. Warren sometime before late September, when the law becomes effective. The new set-up leaves the Fish and Game Commission to determine policies, continue its rule-making power and general regulatory powers, but strips it of its administrative authority, and all handling of internal affairs, all of which will be in the hands of the director.

Under a recommended set-up for the Department of Fish and Game, the Bureau of Marine Fisheries appears to have been merged with sport fishing divisions, and commercial fishing interests in San Francisco were said to be fearful that the Bureau of Marine Fisheries will lose its identity.

Another thing that has the San Francisco commercial fishing industry upset is that the state legislature passed a resolution that the entire Division of Fish and Game should be moved from San Francisco to Sacramento.

Commercial fishing interests feel that at least the Bureau of Marine Fisheries should be left in either San Pedro or San Francisco—to be near the center of commercial fishing activities.

A. Caito, Western California Fish Co., San Francisco, told PACIFIC FISHERMAN that he thought the new move, removing the Division of Fish and Game from the Department of Natural Resources and making it a department of its own under a director would be a good thing—giving a continuity to executive control.

Joe Balestrieri, Joe Balestrieri & Co., also was in favor of the new set-up for the Division of Fish and Game.

E. T. Meakin, Polarine Fisheries, and Tamalpais Fishing & Packing Co., and a former president of the San Francisco Sardine Association told PACIFIC FISHERMAN that he felt the sardine industry had had very fine relations with the Fish and Game Commission as it was constituted in the past, and he felt that the industry had received a square deal from the commission, so he said that he wouldn't be able to comment on the new set-up until he had seen it in operation.

Balestrieri Introducing Packaged Fillet Line

Joe Balestrieri & Co., San Francisco, well known factors in the Pacific Coast fish business, will introduce a new 1-lb. consumer type package of fresh frozen fillets under Balco brand this summer, according to Mr. Balestrieri.

Packaged in Fibreboard cartons, wrapped in Western Waxed Paper wraps, on a Hayssen packaging machine purchased from Mailler-Searles Co., San Francisco, the line will include fillets of sole, ocean perch, salmon, halibut, and rock cod.

Ample quick freezing facilities are already available at the Balestrieri plant in San Francisco.

Japanese Smoked Oysters Import Bar Requested

Contending that Japanese smoked oysters are able to undersell the American product because of their low quality, low standard of living of Oriental labor, and production under unsanitary conditions which would not be tolerated in the United States, the Ocean Park, Wash., Chamber of Commerce in June initiated a campaign seeking to bar Japanese smoked oysters from United States markets.

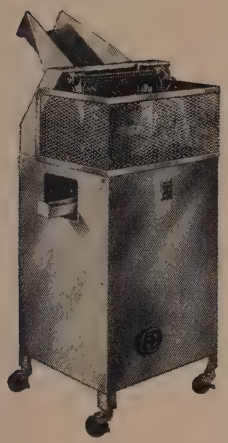
The Pacific Oyster Growers Association and labor organizations were asked to join in the movement, carrying the campaign to the federal authorities.

Jack Mackerel Packed In Tomato Ovals

Mackerel fishing off Southern California in June produced 4,083 tons and production was 64,353 cases. This was slightly less than the previous month.

Packers reported sales of Jack mackerel—comprising the bulk of the catch as slow domestically. Production of Jack mackerel in 1-lb. ovals in tomato sauce, for export to substitute for scarce canned sardines, was proving a quick item. It was being quoted f.o.b. cannery at from $6.75 to $6.90. Pacific was very short, offerings commanding from $6.25 to $6.50. Jack, 1-lb. talls, remained at a steady $5.00.

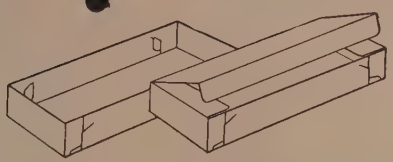
WATCH SAVINGS CLIMB!



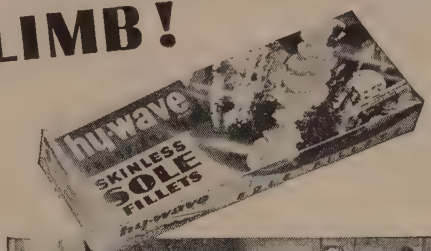
By making your own cartons with the *Tray-Lock Machine* and wrapping on the high-speed *Model FF*, you join America's most efficient packers. Check the savings these modern machines make. Learn how the initial costs are repaid in several months' time by the big economies in labor and materials.

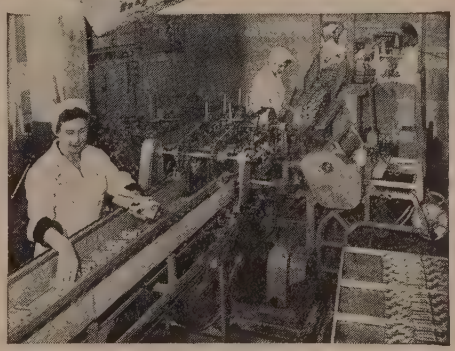
Forming sturdy cartons or trays from thrifty die-cut blanks, the Tray-Lock makes large savings over factory-processed cartons. Except for occasional feeding of blanks, no operator is required. Is adaptable to a variety of carton styles. Adjustable for a wide range of sizes. Speed to 90 a minute. Cartons are turned out right-side-up, ready for filling.

Fastest-selling frozen food wrapper on the market, the Model FF wraps trays and cartons at 100 a minute. Specially designed conveyor keeps spilled pieces from entering the machine. Any type of material suitable for wrapping frozen foods can be used. The Model FF is quickly adjustable for a wide range of sizes.



Write for literature on the Tray-Lock and Model FF





Model FF in plant of The Fisherman's Co-operative Association of Vancouver, B. C.

PACKAGE MACHINERY COMPANY
SPRINGFIELD, MASSACHUSETTS

FRED TODT COMPANY, Pacific Coast Representative
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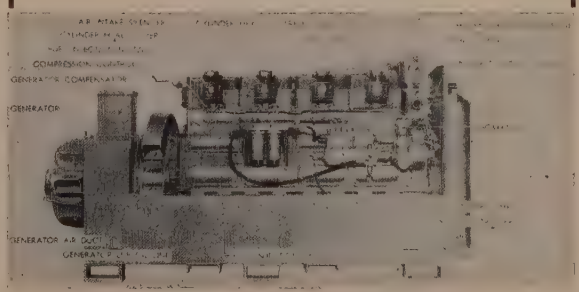
REPOWER YOUR REFRIGERATION NOW!

FOLLOW FLORIDA FISHERMEN'S EXAMPLE — USE SURPLUS GENERATORS



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120 KW DC 120/240 V

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"and that's not all, Skipper!"

- your Danforth takes hold right now . . . *instantly!*
- it *breaks out* easily on a straight upward pull
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- it has no *dead weight* . . . easy to bring back on board
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UNION tube and shell type heat exchangers continue to be available. Many sizes in stock, others assembled promptly.

General specifications for Model F3 UNION Heat Exchangers are:

Non ferrous construction—straight tubes 3/8" outside diameter tubes—20 BWG (.035) thick

Admiralty metal standard—Cupro nickel available

Zinc protectors—proven in world-wide service

Strictly competitive prices for top quality Service available 24 hours/day, 365 days/year

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"Quality Products Since 1885"

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Two tips to help you enjoy even better ship-shore service...to make it easier for you to receive calls which mean more business, more safety and comfort at sea—

1. Make it a practice to call ashore regularly each day to see if any calls are being held for you.
2. Tell those ashore who have occasion to call you the best times to reach you—when you'll be listening.

For extra convenience, install selective signalling...and operators will dial you directly!

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NO CUT BAIT NEEDED

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FREE Samples Sent Upon Request. Mail This Ad

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PFLUEGER
(Pronounced "Flew-ger")
A GREAT NAME IN TACKLE

23 Lives Lost In Worst Fishing Disaster

In a tragic accident off Cedros Island, Lower California, recently, 23 Mexican abalone divers and purse seine crew members were lost and presumed drowned in one of Mexico's worst maritime accidents. The men with 14 others were enroute from San Benito Island to Cedros Island for the weekend, aboard the seiner, *Calmex*, operated by Pesquera del Pacifico, S de R.L., Ensenada.

The vessel had a load of abalone aboard. Reports were the cargo and men were suddenly shifted to one side in heavy weather, causing the vessel to capsize in 20 ft. of water.

Word of the accident was reported to Marine Products Company, San Diego, world distributors of canned abalone produced at the Cedros Island cannery, by Francisco A. Morales, Jr., general manager of Pesquera del Pacifico.

Ice From Seawater

A three-ton Pakicer, of Viltir manufacture, has been installed aboard the Gulf of California shrimp trawler at Puerto Penasco, owned by Andy J. Chersin. The machine will make ice from sea water.

Mexico's Pacific Shrimp Catch Falls Short of Expectations

Mexico's Pacific shrimp fishery was at a seasonal end by July 1, although some scattered deliveries came across the international border after that.

The 1950-51 season to July 1 had produced 24,500,000 lbs., as against the same period for the 1949-50 season of 20,500,000 lbs. Actually the season's tonnage was a disappointment to both producers and importers who, judging from the early catch, had confidently expected at least 30,000,000 lbs.

As the season closed, about the only shrimp available was under 15 count. The smaller counts had enjoyed a sharp price increase during the last part, rising from 68¢ to 75¢ per lb. The next count, 15-20 was also being quoted at the same price. At the other end, the larger counts were not showing the same increase, 31-42 quoted at 50¢; 43-65 at 45¢.

Inventories in cold storage were generally way down. Whereas, of May 1, national shrimp stocks totaled 17,300,000 lbs. against 12,400,000 in 1950, June 1, saw the situation reversed: 50,800,000 this year against 50,900,000 lbs. last year.

Bay shrimp of the 1951-52 season should be received across the border by the end of August; however, the larger shrimp, particularly the under 15, probably won't be received in quantity until late in October.

No Let-up in Boat Building in Canada

Sterling Shipyards, Vancouver, B.C., recently launched another 65′ salmon seiner for Canadian Fishing Co., and it will be powered by a 115-hp. Caterpillar diesel. Master will be Joe Stroic, veteran British Columbia seineboat skipper.

Mrs. R. F. Govey, wife of the secretary-treasurer of Canadian Fisheries Co., christened the vessel.

Sterling Shipyards is still busy building mahogany-hulled gillnetters, with seven in various stages of construction. Several have already been launched.

Also on the ways is a 74′ herring seiner which will be skippered by Hal Hendriksen. Engine has not yet been chosen.

"SEAPURE"
Eastern Oysters

"SEAPURE" Quick Frozen Oysters
in 12 oz. consumer packages
now available.

Growers and Packers

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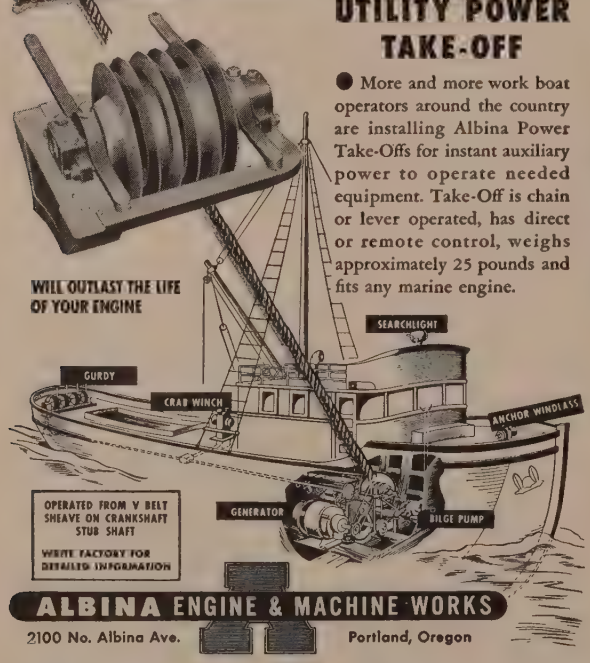

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RUFF-N-TUFF EUREKA SUIT (left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT (right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

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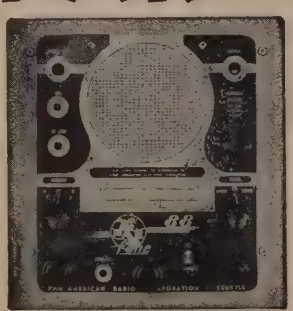

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New 1951 Model of America's finest radiotelephone . . . 30-40 watts Actual Antenna Power . . . Complete Indication of Performance . . . Full Output under All Conditions . . . Optional—New High Frequency Channel.

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Consumer-Size Brined Tuna Imports Alarm

Increasing imports of tuna packing in brine, particularly from Japan, are causing the West Coast tuna industry much concern, W. Wade Ambrose, president, Westgate-Sun Harbor Company, San Diego, said last month.

He declared increasing amounts of brine-packed tuna are being shipped from occupied Japan under the low tariff of 12½%, compared to tuna in salad oil at 45% duty.

Mr. Ambrose said that solid-pack tuna is being delivered to the West Coast as low as $8.60 per case, 48 ½s. The tuna industry has named a committee to tackle this problem which could, in time, seriously affect the institutional trade outlet for canned tuna.

Canned Salmon Contracts Held Renegotiable

When you put salmon in a can and cook it you render its sale to the Armed Services subject to renegotiation.

On the other hand, if you sell the Army the same salmon fresh your profits cannot be renegotiated. You have to wait for the income tax to get them away from you.

We forgot to mention that you won't be renegotiated unless you sell the Army more than $250,000 worth of a specific commodity in one fiscal year.

The Renegotiation Act provides for exemption of an "agricultural commodity" in its raw or natural state, or if it has not market in that condition, in the first form or state in which it is ordinarily sold.

The Army has told the salmon industry that it will grant salmon standing and exemption as an "agricultural commodity," but that only fresh salmon will be exempt.

New Shrimp Freezer Opens at Mazatlan

Congeladora Union, S.A. is a new shrimp freezer at Mazatlan, Sinaloa, with a capacity of seven tons of frozen shrimp and 20 tons of ice daily. Head of the concern is Antonio Haas. Refrigeration is by Vilter, supplied by the company's Mexico City branch.

E. W. Lockwood, Wilbur-Ellis Co., San Francisco, is back after a three months' flying trip that took him to South Africa, Cairo, Nairobi, and Europe. Purpose of the trip was to visit the firm's business connections and firms in those areas. Mr. Lockwood was gone less than two months.

Making the cans close to the canneries—An air view of the new plant of the Continental Can Co. at Terminal Island, dedicated this summer. To the right and adjacent to the long, modernly-designed plant are the offices of the French Sardine Co. Across the street beyond the plant, and to the left of the picture, is the site of the new Canners Cooperative Steam Co., Inc. Also across the street are the laboratories of the Van Camp Sea Food Co. and the French Sardine Co. The portion of Fish Harbor shown here contains Harbor Boat Building Co., the docks of Terminal Island Sea Food Co., Franco-Italian Packing Co., Van Camp Sea Food Co. and French Sardine Co. To the far upper right are the warehouses of Van Camp and French canneries. The new Continental factory is devoted almost entirely to manufacture of fish cans.

Dams Knocked Out of Ring

Congress' house committee on appropriations pulled no punches when it took-on The Dalles and the Ice Harbor dam proposals of the Army Engineers for the Columbia River. As a matter of fact, the committee knocked both of these dams clear out of the ring.

Of the Ice Harbor Dam the committee said:

"No information is available which would tend to show that the dam can be constructed without disastrous effect on the fish runs. Construction of this dam should be withheld until the effect of the McNary Dam on the salmon runs is determined. Furthermore, economic justification of this project is contingent upon the construction of three other dams, none of which are contemplated at the present time."

Fully as blunt was the turn-down for The Dalles project, of which the committee said:

"In a treaty negotiated between the United States and the Yakima Tribe of Indians on June 9, 1855, the Indians were granted certain fishing rights on the Columbia River. These rights will be completely destroyed if construction of the dam is approved. Aside from the moral and legal treaty aspects, the present estimated cost of The Dalles dam does not contemplate any payment to the Indians for their economic loss, estimated at $900,000 annually. *The committee will not give further consideration to this project until the treaty matter is settled to the satisfaction of all parties concerned."*

Sharp Japanese Crab Import Trade Noted

Sharp rise in Japanese canned crab imports into the United States is noted by Russell V. Mack, Washington congressman, who led the fight which eventuated in federal action prohibiting further imports of Russian canned crab into this country.

Congressman Mack says that imports of Japanese canned crab the first two months of this year were: January, $158,905; February, $243,-901; Total, $392,996. Last year the figures for the same period were: $47,907; $45,915; $93,822. He says the Department of State is encouraging increased exports of canned crab from Japan to the United States; and that the wages on Japanese crab boats and in their crab canneries run from 61 to 81¢ per day.

Two of the 25 Nordberg-powered 33′ gillnetters built this spring by Sterling Shipyards, Ltd., for British Columbia fishermen. The *Kenworth* is owned by Ted Routh of Namu and the *Seaway* by Tom Moran of Vancouver.

25 Trim Combination Boats Slide down Ways of B. C. Shipyard

One of the largest fishboat building programs to be launched in British Columbia in recent years is that of Sterling Shipyards, Ltd., in Vancouver, where 25 combination halibut-gillnet vessels have been turned out, each one powered with a 95 hp. Nordberg diesel engine.

Sterling Shipyards is a subsidiary of Canadian Fishing Co., and many of the boats normally built on its ways are for that organization's account. However, in the case of the gillnet-halibut boats nearly all are for individual owners. For instance, the first three to be taken over were owned by Ted Routh of Namu, Cliff Olsen of Nanaimo and Tom Moran, of Vancouver, all independent fishermen.

Distributors of Nordberg gasoline engines in the Vancouver area report that some 150 units have been sold since last fall, practically all of them of the 95 hp. type, with a few 110 hp. models. Every engine has been installed in a fishboat. The Nordberg 95's have a 3½:1 reduction gear and drive a 25″ diameter propeller, achieving speed of 9 knots.

Overall length of the boats is 33′, with 9′ beam and draft of 2′6″. Philippine mahogany has been used in construction of the hulls, including planking and finish. Mahogany has been used since west coast wood suitable for the purpose is currently hard to get and costly.

The vessels are equipped with radio telephones of various makes, echo sounders, oil burning ranges, cold running water facilities and berth accommodation for one or two men according to individual owner's requirements

All these Sterling Shipyards boats were designed by Ole Ulstein, son of Hans Ulstein, for many years in charge of the company's boatbuilding operations. Ole was born in Norway, although he has been on the west coast most of his life and he has been with Canadian Fishing Co. in one capacity or another for 13 years. He has been interested in boats and boat design since he was a boy.

The result of his design is a boat of good depth, notable for its seaworthiness and durability. Care has been taken to meet the needs of both halibut fisherman and gillnetter, and one installation that has taken the fancy of owners is the Montgomery drum drive, a simple arrangement with few moving parts and its gears exposed for easy accessibility.

A 65′ salmon seiner is being built at Sterling Shipyard for Canadian Fishing Co., to be powered with a 120 hp. Caterpillar D17000 engine. According to Ole Ulstein, many fishermen feel that it is pretty hard to beat the hull lines originally designed by Coolidge some 26 years ago, so far as requirements for a straight salmon seiner are concerned, and the 65 footer is being built accordingly. Eight Coolidge-designed boats built for Canadian Fishing Co. in 1924 have given consistently good service. The new craft will have a narrow beam—14′ and shallow draft, 4′6″.

Also on the Sterling ways is a 112′x18′x10½′ former U.S. sub-chaser which is being converted into a fish packer for Canadian Fishing Co. A 350 hp. Caterpillar diesel, capable of driving the vessel along at a speed of about 11 knots, is being installed.

Living accommodation for seven men is being provided on deck, with individual staterooms. Captain Elias House, recently master of the seiner-packer *Cape Flattery*, will command the converted craft, which has yet to be re-named.

Einstoss Drops Floater; Swings to Shore Plant

Previously announced plans of S. Einstoss to convert the former Washington state ferryboat *Lincoln* into a floating cannery for operation at Ketchikan this summer have been abandoned. Instead, Einstoss will operate a shore cannery in the former Alaska Steel & Wire Works building in Ketchikan. Bill Oakson will be in charge of the one-line, high-speed cannery.

"Scarlet Queen" Scores With 550-Ton Trip

Harold Morgan, Jr., of the famed Morgan family of tuna clipper skippers and owners, made a 10-strike on his initial try as captain of the huge converted hook-and-liner *Scarlet Queen*. He brought the 166′ vessel to French Sardine Company, Terminal Island, in early July with 550 tons after an 80-day trip to far southern banks.

Japanese Vitamin Oil Exports to Hold-Up

Japanese vitamin fish liver oil exports to the United States this year and next will equal or exceed the heavy volume of 1950, in the view of the Japanese fishery authorities. In 1950 Japan sent to the United States 3,600 metric tons of shark liver oil and 196 metric tons of shark livers.

Almost the entire production of vitamin fish liver oils is sold to the United States, only negligible quantities going elsewhere. Last 1950 vitamin liver oil prices quoted by the Japanese ranged from 8.7¢ per million units for 5,000-unit oil to 14.25¢ per million units for 200,000-unit oil.

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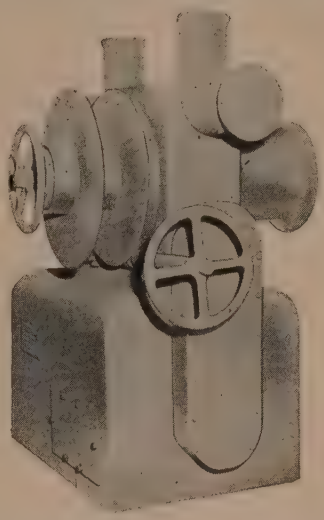

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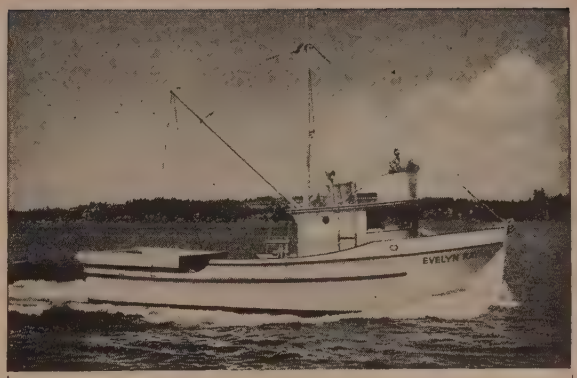

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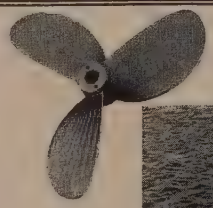

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LINES and LEADERS

E. G. Henderson Heads Universal Motor Sales

E. G. Henderson has been appointed general sales manager of the Universal Motor Company, marine engine manufacturers of Oshkosh, Wisconsin, according to an announcement by Ralph G. Klieforth, president of the firm. Mr. Henderson, a vice president of the company, joined the Universal staff in 1937 in a sales promotion capacity and has been active in all phases of the firm's sales organization.

C. G. Bennett of San Francisco, who in June became director of product development and consumer research for the Pacific Foil Co., manufacturing foil labels and packaging materials. For 25 years Mr. Bennett has been associated with food packaging and the materials employed, and is well and widely known throughout the Pacific fisheries—familiarly as "Ben."

Stecher-Traung Enlarges Plant Facilities

Through acquisition of a six-story factory building adjacent to its present quarters, Stecher-Traung Lithograph Corporation, San Francisco, has increased its floor space by approximately 75%.

Increased sales volume and continued growth of the company's business has necessitated this expansion program in preparation for the installation of additional high-speed production units to better serve Pacific Coast industry.

Stecher-Traung Lithograph corporation is one of the nation's largest producers of labels. The San Francisco plant is fully integrated, with facilities for the production of all material from inception to final completion.

The addition to the present factory will enable the company to further extend its operations into greater fields of lithographic production, and make available to its clientele the newest, most up-to-date, and advanced equipment, all in line with the firm's policy of maintaining the highest standards of quality and service.

John Hoffoss, Former Fisherman, Joins Shepherd

John N. Hoffoss has become a member of the Shepherd Tractor & Equipment Co. engine sales staff at Los Angeles.

He was graduated from New York University with a degree on Mechanical Engineering and has a wide experience in engine application. He has held the position of sales engineer for a prominent diesel engine factory, and has worked with customers as engine salesman for two competitive engine dealers.

With Shepherd, he fulfills his ambition to sell Caterpillar and allied diesel engines and equipment. W. W. Shepherd says he is pleased that Mr. Hoffoss has marine know-how—and the customer's point of view, having spent a year in Southern California waters operating a commercial fishing vessel.

E. Cunningham Names P.M.S. Office Manager

Edward Cunningham, president and general manager of the Pacific Marine Supply Co., announced recently that, effective July 1, John Crane, formerly comptroller of the Ball Bros. Co., and formerly associated with Owens Illinois Glass Co., joined Pacific Marine Supply Co. as officer manager. Mr. Crane is married and has two children.

Pacific Marine Supply Co. is commencing its 55th year in Seattle, distributing quality marine hardware and fishing supplies.

The company has affiliated stores in Ballard, Bellingham, Hoquiam, Tacoma, Astoria, and Portland. Edward Cunningham founded the parent company in a small basement store where the Maynard Building now stands.

Gault Davis Heads New "Ac'cent" Processing Service

Gault Davis, former sales manager for Ac'cent in Southern California, has been appointed director of a new Food Processing Service of Amino Products Division, International Minerals & Chemical Corporation, makers of Ac'cent. The appointment has been announced by George B. Hamilton, General Sales Manager of the Division.

Davis is known to western food processors both through his sales work on the West Coast for Ac'cent (pure monosodium glutamate), and from his previous contacts with members of the fish canning industry. Establishment of the new department he directs, is in line with the company's plan to cooperate more closely with food processors and meet the research demands placed on them by the large use of Ac'cent in this field. While chefs, dietitians, and housewives have been discovering the merits of this seasoning, there has been also a steady rise in the number of manufacturers adding monosodium glutamate to their processes of commercial canning, freezing and preserving. Today there are more than 300 brands declaring monosodium glutamate on their labels.

Gault Davis, named by International Minerals and Chemical Corporation to the position of director of the Food Processing Service of its Amino Products Division.

While on the West Coast, Mr. Davis assisted in the preliminary research which led to the inclusion of monosodium glutamate in a number of well-known brands of canned food products. He will make his headquarters at the main office of the Company, in Chicago.

Here are the "sparkplugs" of Willard battery sales in the marine and fishery field at San Diego. They are, left to right: W. C. "Will" Seacord, manager, and Harry Donaldson, his partner, of Magneto Sales & Service, Co., Inc. Will Seacord has spent many years along the San Diego waterfronts and has a wide acquaintance among the commercial fishermen there. Harry Donaldson really knows the battery needs of the commercial fishing fleets. The pair, with their network of dealers at the southern port, make a potent team for Willard battery sales.

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Hover Equipment Handles Bendix Line

Hover Equipment Co., Monterey, Calif., GM and Chrysler engine dealers, have now been appointed direct distributors of Bendix Depth Recorders.

John Mandy recently purchased a Bendix Depth Recorder to install on his combination boat *Rujac*.

Everett Stove Manufacturer On O.P.S. Advisory Group

The Office of Price Stabilization in Washington has appointed Earl M. Mackey of Everett, as a member of the Industry Advisory Committee, Domestic Cooking Appliance Division.

This is a distinct honor for Mr. Mackey, since he is but one of two men on the Pacific Coast thus appointed. He is president of the Washington Stove Works.

Universal Motors Change Name of Super-Six

Universal Motor Co. announces a change in the name of its high-speed series of the Universal super-six. Formerly called the "Express" series, these engines are now known as the "Commodore" series. That is the only change.

Universal now offers the 145-hp. super-six "Commodore" series and the 130-hp. "Stevedore" series.

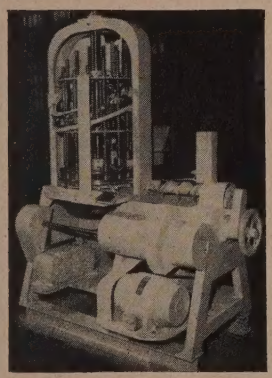
Sherlock McKewen, Pacific Division vice president of the Continental Can Co., left, tours the company's new plant at Terminal Island with General Lucius D. Clay, Continental's board chairman and principal speaker at the dedication of the plant. A guide points out to them a display of some of the fish cans to whose manufacture the plant is principally devoted. At capacity, the plant can produce more than 2,000,000 fish cans a day.

Western Gear Advances Two In Executive Jobs

William E. Hoard has been appointed manager of the new Western Gear Works plant at Belmont, Calif., according to an announcement by Thomas J. Bannan, company president. Ray Conlisk has been promoted to the position of supervisor of the application engineering department at Pacific Gear & Tool Works, San Francisco.

Hoard was graduated in mechanical engineering from the University of Washington and trained in works management by Westinghouse Electric. He joined Western Gear in 1942, in Seattle, in charge of planning and production control. After the war period Hoard was on the staff of president Tom Bannan, studying reconversion problems.

Louis Cox, Fort Bragg, has repowered his 35' combination boat *Ellot M.* with a three cyl. GM diesel engine purchased from West Coast Engine & Equipment Co., Fort Bragg.



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ADVERTISING INDEX

Adams Net & Twine Company. 48
Akervick Bros. Machine Works 63
Alaska Steamship Company.... 62
Albina Engine & Machine Works 56
American Can Co. 6
Archer-Daniels-Midland Co. ... 11

Bellingham Marine Supply Co.. 12
Bludworth Marine 59
Buelow Company, Inc., C. F... 46
Burge Co., Howard T. 44

California Tuna Canning Co... 46
Camillo, J. J. 63
Campbell Machine Co., The.... 62
Caterpillar Tractor Co. 7
Columbia River Packers Assn.. 44
Continental Can Company 3

D'Acquisto & Sons, A..... 60
Danforth Anchors 54
DeFever, Arthur 62
De Laval Pacific Company 42

Electric Storage Battery Co.....Inside Back Cover
Enterprise Engine & Machy. Co., Marine Diesels Div..... 25
Enterprise Engine & Machy. Co., Process Machinery Div.. 41
Enterprise Mfg. Co., The..... 54
Ets-Hokin & Galvan 55

Fairbanks-Morse & Co. 9
Farwest Wrangell Co., Inc..... 62
Federal Propellers 53
Fibreboard Products, Inc.....Outside Back Cover
Fishermen's Packing Corp..... 48
Fish Net & Twine Co., The.... 4
Fremont Electric Co. 50
Frohman & Sons, L. H. 55

General Motors, Detroit Diesel Engine Div....38
General Petroleum Corp. 30
Goin, Maximilian 62
Gosse Company, F. A. 44
Grandy Boat Co. 59

Haines Oyster Company 62
Hanson, H. C. 62
Harbor Boat Building Co. 62
Harbor Marine Supply, Inc.... 12
Hiller, Paul W. 63
Hovden Food Products Corp.... 62
Howard Corp., C. E. 56

Johnston Pump Co. 28

Kelley-Clarke Co. 45
Kohlenberger Eng. Corp. 60
Kolstrand Mfg. Co. 62

Lambie Propeller Co., Inc. 60
Larson Boat Shop, Al 62
Lathrop Engine Co., The..... 28
Lawrence Co., J. E. 60
Lester & Toner, Inc. 55
Linen Thread Co., Inc., The .....Inside Front Cover
Long Beach Salt Co. 60

McLaughlin Co., Inc., H. G.. 62
Monk, Edwin 62
Murphy Diesel Company 36
Mustad & Son, O. 50

National Metal & Steel Corp.... 53
National Steel & Shipbuilding Corp. 62
National Supply Company, The Engine Division 18
Newby, G. Bruce 62
New England Fish Co. 45
Nordby Supply Company 60
Northern Products Corp. 63
Nuttall-Styris Co. 60

Oakite Products, Inc. 50
Oceanic Sales Company 42
Oregon Marine Supply Co..... 12
Oxenberg Bros. 60

Pacific American Fisheries, Inc. 32
Pacific Fishing & Trading Co... 12
Pacific Marine Supply Co. 12
Pacific Tel. & Tel. Co., The.... 54
Package Machinery Company... 53
Pan American Radio Corp..... 56
Pauls Fish Net Company..... 8
Petersburg Cold Storage Co.... 62
Pfizer & Co., Inc., Chas. 20
Plymouth Cordage Company ... 50

Red Wing Motor Co. 50
Roebling's Sons Co., John A... 10

San Diego Marine Const. Co... 62
San Juan Fishing & Packing Co. 28
Schmidt Lithograph Company.....Facing Page 16
Seaside Supply Stores, Inc.... 62
Shell Oil Co. 2
Shepherd Diesel Marine..... 60
Sperry Gyroscope Company.... 5
Stamm-Schulman & Co. 48
Standard Iron Works 63
Standard Oil Co. of Calif..... 23
Standard Steel Corporation 8
Stix, Inc., Robert L. 46

Tacoma Boatbuilding Co., Inc.. 59
Tacoma Marine Supply Co..... 12
Tide Water Associated Oil Co. 40
Tubbs Cordage Company 59
Turner Halsey Company 26
Twin Disc Clutch Company.... 51

Union Oil Co. of Calif. 34
Universal Motor Company 59
U. S. Rubber Co., Footwear Div., Clothing 56
Union Diesel Engine Co., The.. 54

Vita Food Products, Inc..... 59

Washington Iron Works 49
Washington Stove Works 64
Whitney & Company 46
Whiz Fish Products Co. 64
Willapoint Oysters 62
Willard Storage Battery Co. .....Front Cover
Wisconsin Motor Corp. 10

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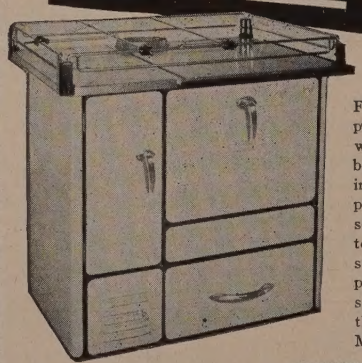

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OLYMPIC ALASKA NEPTUNE

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Gaetano S, owned by J. Parisi and built at John Prince Storey Yard, Essex, is 91′ long, has a 20′ beam and 11′ 5″ draft.

The *Gaetano S* is one of the best electrically-equipped draggers fishing off the New England Coast. It is ready for anything, at any time, for on its electrical load are fathometer, loran, ship to shore telephone, lights, refrigeration unit, and pumps for bilge, salt water and fresh water.

Standing by, ready to take over the electrical load when needed, is a 16-cell MV-25D Exide-Ironclad Battery. This is the second Exide-Ironclad for *Gaetano S*. A logical choice, for years of good service from the first, assures equally good service from the second.

Exide-Ironclad performance on *Gaetano S* is repeated on thousands of fishing vessels of every type and size—gas or diesel-powered. Owners have found that they can always count on Exide-Ironclad Batteries for dependability, safety, long life and low cost maintenance.

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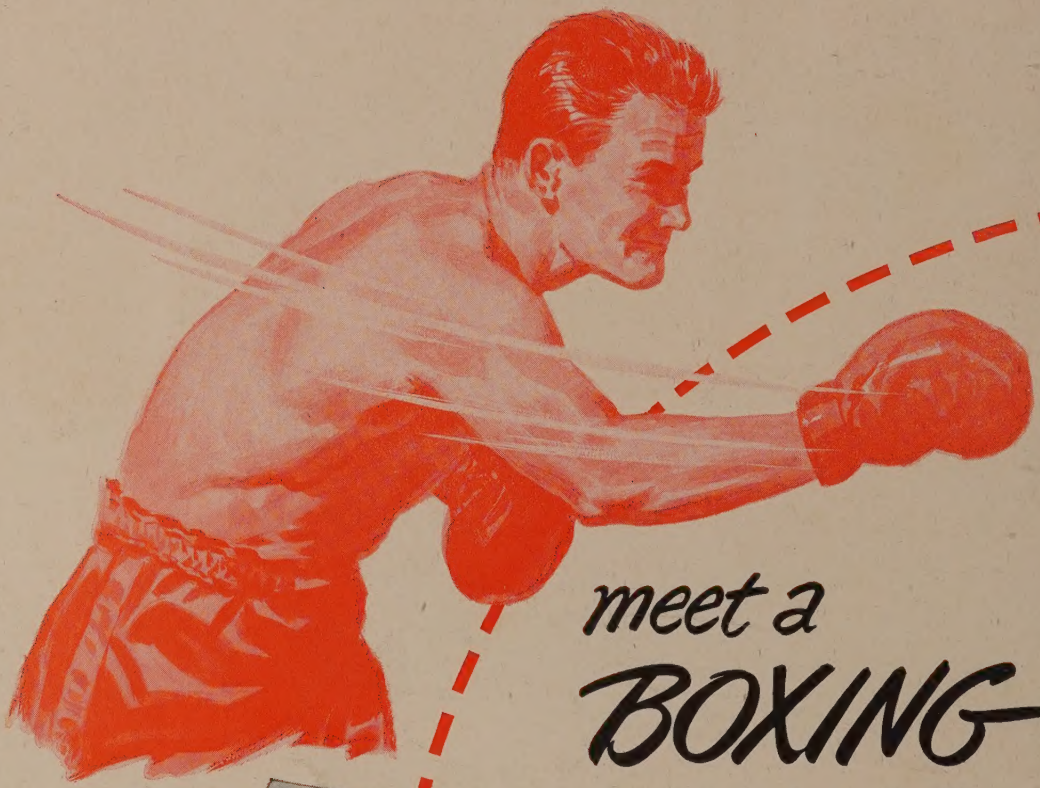

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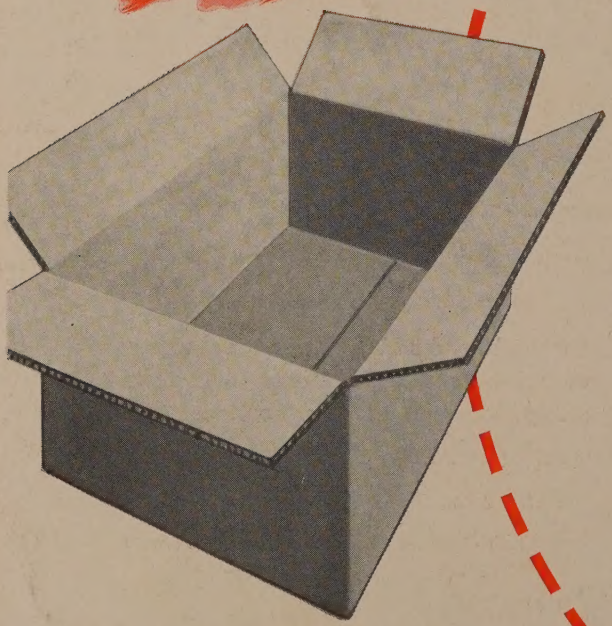

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